

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 129.—VOL. VI.]

LONDON: SATURDAY, FEBRUARY 10, 1838.

[PRICE 6D.]

**Shares in Valuable Cornish Mines, Railways, &c.**  
**R. C. WARTON'S NEXT PERIODICAL SALE**  
of the above description of property will take place, by AUCTION, at the  
possession of the Bank of England, on Thursday, the 22d inst. (postponed from  
the 19th inst. by reason of the late arrival of the ship from the Cape).  
In consequence of some important additions to the list, one share in the  
two parts or shares in the great Trevaun Mines, one share in the  
important Mines paying very large dividends, and still improving in pro-  
ductiveness; also shares in the more recently incorporated undertakings in pro-  
perty, and other valuable property, and may be had, in due time, at the  
possession of the Bank of England, on Thursday, the 22d inst. (postponed from  
the 19th inst. by reason of the late arrival of the ship from the Cape).  
Particulars are preparing, and may be had, in due time, at the  
possession of the Bank of England, on Thursday, the 22d inst. (postponed from  
the 19th inst. by reason of the late arrival of the ship from the Cape).  
of Mr. C. Warton, Auctioneer and Agent for every description of  
property, 88, Threadneedle-street.

**SAVEAN, TREVASKUS, EAST POOL, AND WHEAL**  
**PROVIDENCE MINES.**—WILLIAM TRENEY, Jun., of No. 50, Thread-  
needle-street, London, Mine Agent and Share Broker (late of Redruth, Cornwall),  
in situation to treat with Gentlemen for the PURCHASE of SHARES in the  
above Mines; also SHARES for SALE in most of the best Cornish and De-  
vonian Mines. Particulars are preparing, and may be had, in due time, at the  
possession of the Bank of England, on Thursday, the 22d inst. (postponed from  
the 19th inst. by reason of the late arrival of the ship from the Cape).  
of Mr. C. Warton, Auctioneer and Agent for every description of  
property, 88, Threadneedle-street.

**MINING MACHINERY AND MATERIALS.**—Will be  
sold by Auction in the course of the month of March, the STEAM-ENGINE,  
FURNACE, and MATERIALS of the Herland Mine, in the parish  
near Redruth, Cornwall. For particulars apply on the premises; to  
Messrs. Glynns and Hill, solicitors, Helston; or to Mr.  
Sweet and Sutton, solicitors, Basinghall-street, London.

**DIVINE AND VALUABLE MINING MACHINERY, MATERIALS, STORES,**  
**&c. FOR SALE.**

**BE SOLD BY AUCTION, by Mr. PENBERTHY, at the**  
Herland Mine, in the parish of Gwincar, on Tuesday and Wednesday, the  
7th and 8th inst. and on Thursday, the 13th and 14th inst. of March  
commencing each day at Ten o'clock in the forenoon,  
**THE WHOLE OF THE VALUABLE MACHINERY AND STORES**

including one 60-horse steam-engine, and two 6-horse steam-whims complete,  
with every other requisite for working an extensive Mine; also a quantity  
of iron, brass, cordage, &c. &c., particulars of which will be found in the  
advertisements, and for further information apply to Messrs. Sweet and Sutton, solicitors,  
Basinghall-street, London; Messrs. Glynns and Hill, solicitors, Helston; or to Mr.  
Penberthy, auctioneer, Helston.

The above are situated near Hayle, from whence the Materials might easily be

**ANALYSIS.**—A GENTLEMAN, practically versed in  
Mineralogy and Chemical Analysis, undertakes the examination of Metallic  
and the Analysis of substances generally connected with Commerce and the  
highest testimonials will be given. Address, "A. B.," care of Mr.  
Apothecaries' Hall, London.

**TO IRON-MASTERS—CONTRACT FOR RAILS AND CHAIRS.**

**WILLOW COUNTRIES RAILWAY.**—The Directors  
will receive TENDERS for WROUGHT-IRON RAILS, to be delivered  
in monthly quantities, between the 1st of May, 1838, and the 1st of February,  
1839, for the whole not to exceed 3500 tons; also for the CAST IRON CHAIRS or  
FURNACE, required for that quantity of RAILS, to be delivered at the same pe-  
riod. Plans may be inspected, and specifications had, on application to the  
office of C. VIGNOLLES, Esq., No. 4, Trafalgar-square, London; to Mr. WOODHOUSE,  
Engineer, Loughborough; or at the Company's office, High-street, Leicester.  
Tenders must be delivered, postage free, on or before Wednesday, the 7th  
day of March next.

By order, J. P. BELL, Secretary.

**BIRMINGHAM AND DERBY JUNCTION RAILWAY.**

**CONTRACTS FOR WORKS.**—The Directors of the Birmingham and Derby  
Junction Railway Company, will meet at the Company's Office, in Waterloo-street,  
Birmingham, on Wednesday, the 7th day of March next, at twelve o'clock at noon,  
for the purpose of receiving sealed TENDERS for the under-mentioned CON-  
TRACTS:  
1. To make the railway, with all the excavations, em-  
bankments, fences, bridges, cuttings, and other works, including the supplying all  
materials, except the rails, chairs, sleepers, spikes, and keys,  
on the south side of the river Tame, in the parish of Croxall, in the  
county of Stafford, and terminating near Barton-mill, in the parish of Tatenhill, in  
the county of Derby, being a distance of one mile and three-quarters, and to maintain  
the same for one year after the completion of the whole.

2. To make and maintain the railway in like manner, commencing  
at the termination of the Tame and Trent contract, and terminating at the crossing  
of the Barnby road from Burton to Derby, in the parish of Burton-upon-Trent, in  
the county of Stafford, being a distance of about four miles and three-quarters.

Drawings and specifications of the works, with drafts of the contracts, will be  
ready for inspection at the company's office, at Birmingham, on and after Thursday,  
the 1st day of February next.

Printed forms of Tender may be obtained at the company's office, no others will  
be accepted; and parties tendering must attend in person, or by some one duly  
authorized on their behalf, at the time of meeting.

The Directors will not bind themselves to accept the lowest tender.

The parties whose tenders are accepted will be required to enter into bonds, with  
two securities, for the due performance of their contracts, in a penalty not less than  
10 per cent. on the gross sum contracted for, and the names of the proposed sureties  
are to be specified in the tenders.

The contractors, if they require it, will be furnished with counterparts of their  
contracts at their own expense. By Order, THOMAS KELL, Sec.  
Waterloo-street, Birmingham, Jan. 10, 1838.

**LONDON CONVEYANCE COMPANY.**—Notice is hereby

given, that the ADJOURNED GENERAL HALF-YEARLY MEETING of  
the proprietors of the London Conveyance Company will be held at the George and  
Vulture Tavern, St. Michael's-alley, Cornhill, on Monday next, the 12th inst., at  
twelve o'clock at noon precisely. The shareholders are also reminded, that the  
time fixed for the payment of the last call is on or before the 20th inst.

By order of the Board, A. COWAN, Sec.

**NORTH AND SOUTH WALES BANK.**—The Directors do

hereby give Notice, that a HALF-YEARLY DIVIDEND, at the rate of SIX  
PER CENT. PER ANNUM, on the Capital Stock of the Company, to the 30th  
December, 1837, will be paid on and after the 10th March next, at the Head Office  
of the Bank, in Liverpool, and at the following places, viz.:—Dolgelly, Machyn-  
lleth, Llanidloes, Bala, Pwllheli, Welshpool, Newtown, Llanidloes, Bishop's Cleeve,  
Cwmystre, Llanfyllin, Ruthin, Chester, Denbigh, Llanrwst, Carnarvon, Aberyst-  
wyth, Wrexham, Bangor, Holyhead, Llangefni, Holywell, Mold.

No transfer of shares can be made between the 15th February and the said  
10th March, as the Books will be closed during that period.

By order of the Board, THOMAS A. CORLETT, General Manager.

Each proprietor will be expected, on applying for his Dividend, to produce  
his certificate of Shares.

**STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.**

8, King William-street, City 25, Regent-street, London.

D'Olier-street, Dublin Princes-street, Edinburgh.

**CAPITAL—ONE MILLION.**

WILLIAM DAVIS, Esq., Chairman W. J. Richardson, Esq.,  
Lawrence Dorgan, Esq., Henry Lawson, Esq., Frederick T. West, Esq.,  
William Gunston, Esq., J. Barrett Lennard, Esq., George Whitehead, Esq.

**MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER**

**OFFICE.** Hence an immediate and certain bonus is given to the assured, in-  
stead of the remote and contingent advantage, offered by some companies, of a  
participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances  
are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Profits may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Annual Premium for £100, payable during

Age. First Five Years. Second Five Years. Third Five Years. Fourth Five Years. Remainder of Life.

20 £ s. d. £ s. d. £ s. d. £ s. d. £ s. d.  
30 1 0 4 1 5 5 1 10 6 1 15 8  
40 1 6 4 1 12 11 1 19 6 2 6 11  
50 1 16 8 2 5 10 2 15 0 3 4 2  
60 2 17 0 3 11 3 4 5 6 4 19 9

By order of the Board of Directors, W. WRIGHT, Secretary.

**THE PATENT SAFETY FUZE.**

### MINING REVIEW AND MINING JOURNAL UNITED.

### THE MINING JOURNAL

AND COMMERCIAL GAZETTE  
is the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy;  
combining therewith Reports of the Proceedings of Public Companies, Correspond-  
ence from the English and Foreign Mining Districts, Sales and Purchases of Ores,  
Prices of Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parlia-  
mentary Summary, London Gazette, and much original and interesting Scientific  
Intelligence, &c.; forming an invaluable record of every occurrence relating to  
MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

To which is now added (gratis) monthly,  
**THE MINING REVIEW,**

AS A SUPPLEMENT,  
containing, as heretofore, Original Articles, Reviews of Scientific Works, Foreign  
Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence.

The MINING REVIEW is also published monthly, price Sixpence, in a wrapper.

The MINING JOURNAL is published at Two o'clock every Saturday afternoon,  
at the office, 12, Gough-square, Fleet-street, London, price Sixpence, and may be  
had of all booksellers and news-vendors in town and country.

**MINING IN MEXICO.**  
This day is published, price 1s. 6d.

**OBSERVATIONS ON FOREIGN MINING IN MEXICO.**  
By a RESIDENT.

PELHAM RICHARDSON, 23, Cornhill.

**BRAZILIAN COMPANY.**—The Directors of the Brazilian

Company having resolved to make a CALL of TEN SHILLINGS per share  
on the Concession shares, the holders are requested to pay the same at the office of  
the Company, on Monday, Tuesday, or Wednesday, the 19th, 20th, and 21st inst.,  
between the hours of eleven and three. They are requested to bring at the same  
time their vouchers, that the instalment may be endorsed thereon.

6, Broad-street-buildings, Feb. 5.

**BISSE BRIDGE MINING ASSOCIATION.**—CALL OF

FIVE SHILLINGS PER SHARE.—The Shareholders are hereby informed,  
that payment of a further instalment of Five Shillings per share has been fixed for  
the 5th day of May next; such instalment to be paid into the Bankers, Messrs  
Williams, Deacon, and Co., Birch-lane.—Dated this 5th day of February.

By order of the Directors,  
BAKENDALE, TATHAM, UPTON, and JOHNSON.

7, Great Winchester-street, London.

**COMBAMARTIN AND NORTH DEVON AND SILVER**

**LEAD MINES.**—The Shareholders are hereby informed, that at a Meeting  
of the Directors on the 19th inst., a further CALL of Ten Shillings per share was  
made, to be paid into the West of England and South Wales District Bank, at Barn-  
stable, on or before the 19th day of February next.

Combamartin, Jan. 29. WILLIAM NEWTON, Sec.

**GWINEAR MINING COMPANY.**—Notice is hereby given,

that the Directors have this day come to the resolution of declaring FOR-  
FEITED all shares in this Company on which the outstanding calls are not paid  
on or before Saturday, the 17th inst., and that no money be received after that  
day on account thereof.

15, Great St. Helens, Feb. 5.

**HOLMBUSH MINING COMPANY.**—The Directors hereby

give notice, that the HALF-YEARLY GENERAL MEETING of the share-  
holders will be held at the White Hart Tavern, Bishopsgate-street, on Thursday,  
the 22d inst., at One o'clock precisely.

London, Feb. 5.

**IMPERIAL BRAZILIAN MINING ASSOCIATION.**—Notice

is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of  
this Association will be held at the London Tavern, Bishopsgate-street, on Thurs-  
day, 1st of March next, for the Election of Four Directors, in the place of Joshua  
Walker, Esq., chairman; Timothy Abraham Curtis, Esq., secretary; John  
Shore and Michael Williams, Esq., directors; and of One Auditor, in the place of  
Thomas Gibbs, Esq., who go out of office by rotation, in pursuance of the 10th and  
35th clauses of the Deed of Settlement, but who, being re-eligible, offer themselves  
for re-election. The chair will be taken at Two o'clock precisely.

Winchester House, Jan. 29. GEORGE THOMAS, Sec.

**NATIONAL BRAZILIAN MINING ASSOCIATION.**—

MOCAUBAS and COCAES.—A CALL of THIRTY SHILLINGS per share,  
being the seventh and last, is hereby made by the Directors of the above Asso-  
ciation, payable on or before the 3d of March next. The shares, together with a  
list of their numbers, to be left for entry at this office two clear days.

By order of the Board,  
National Brazilian Mining Association office, WILLIAM MARINER, Sec.

2, Throgmorton-street, Feb. 1.

**NEW SOUTH HOVE MINING COMPANY.**—Notice is

hereby given, that an ESPECIAL GENERAL MEETING of the Share-  
holders will be held at this Office on Monday, the 19th day of February inst., at  
One o'clock precisely, for the purpose of making arrangements for immediately  
resuming the works at the mine, and also to fill up the vacancies which have oc-  
curred in the Direction.—Notice is also given, that the Second Instalment of Ten  
Shillings per share, due February 18th, 1837, not having been paid on, the shares  
numbered as follows, viz.:

Nos. 11 to 220 inclusive, Nos. 256 to 305, Nos. 331 to 335, Nos. 421 to 545, Nos.  
598 to 635, Nos. 641 to 755, Nos. 806 to 810, Nos. 826 to 945, Nos. 1206 to 1215,  
Nos. 1286 to 1470, Nos. 1599 to 1855, Nos. 1596 to 1680, Nos. 1726 to 1755, Nos. 1776  
to 1880, Nos. 2031 to 2190, Nos. 2221 to 2325, Nos. 2336 to 2500, Nos. 2516 to 2570,  
Nos. 2696 to 2815, Nos. 2711 to 2759, Nos. 2756 to 2795, Nos. 2885 to 3045, Nos. 3066  
to 3080, Nos. 3111 to 3130, Nos. 3141 to 3240, Nos. 3281 to 3680.

The Shares so numbered are, in accordance with the regulations of the Company,  
declared to be absolutely FORFEITED, and the holders thereof excluded from any  
advantage that may hereafter arise to this Company, unless the amounts severally  
due thereon be paid to Messrs. Stone, Martin, and Co., within fourteen days from  
this date.

By order of the committee,  
Feb. 8, 1838. M. BAYLIS, Clerk.

\* It will be necessary for Shareholders attending the meeting to produce the  
Shares in right of which they claim to vote.

**SOUTH TOWAN MINING COMPANY** (adjoining the United

Hills).—Notice is hereby given, that a DIVIDEND of FIVE SHILLINGS per  
share has been declared on the new scrip shares, and will be payable at the office  
of Mr. J. C. Musgrave, Wincanton, Somerset, on and after the 1st day of March  
next. It will be necessary for all the holders of shares to present them when ap-  
plication is made for the dividend, in order that the payment may be endorsed  
thereon.

By order of the Directors and Trustees,  
South Towan, near Redruth, Feb. 6. W. KITE, Purser.

**TREVORGUS MINING COMPANY.**—Notice is hereby given,

that the HALF-YEARLY GENERAL MEETING of shareholders in this  
Company will be held at the George and Vulture Tavern, Cornhill, on Tuesday,  
the 13th inst., at Twelve o'clock precisely, no holders of scrip will be admitted but  
those who have paid up all calls.

J. E. MORGAN, Sec.  
10, Broad-street-buildings, Feb. 1.

**WHEAL SISTERS MINING COMPANY.**—Notice is hereby

given, that a HALF-YEARLY GENERAL MEETING of the Shareholders  
will be held at the offices of the Company, 37, New Broad-street, on Wednesday,  
the 20th inst., at One o'clock precisely, when an Election of Two Directors will  
take place, to fill up vacancies which arise from retirement, in accordance with the  
regulations of the Company; the two directors retiring from office being eligible to  
be re-elected.

By order of the Directors and Trustees,  
37, New Broad-street, Feb. 8. GEORGE MORGAN, Sec.

**WHEAL OSBORNE, WOLLA, AND WHEAL NOBLE**

**MINING COMPANY.** Breage, Cornwall.—Notice is hereby given, that a  
SEVENTH CALL of FIVE SHILLINGS per share is this day made on the Scrip-  
holders in the above Company, to be paid on or before the 18th day of February  
inst., either to Sir John William Lubbock and Co., Bankers, London; Messrs.  
Batten, Carne, and Carne, Bankers, Penzance; or to Mr. John Thomas, the Secre-  
tary, at his offices, North Parade, Penzance, who are authorised to make the pro-  
per endorsements on the Scrips for the same; and that unless such Call be paid at  
the time above-mentioned, or within thirty days thereafter, the shares in default  
become absolutely Forfeited to the Company, and will be so declared immediately  
afterwards.—N.B. The GENERAL MEETING of the Shareholders will be held at  
the Three Tuns Hotel, Penzance, on Wednesday, the 21st day of March next, at  
Twelve o'clock at noon. Dinner at Two.

RICHARD PEARCE,  
ROBERT C. SYMONS,  
JAMES G. BECKERLEG. } Directors.

Wheal Osborne Mine, Feb. 3.

### PROCEEDINGS OF PUBLIC COMPANIES.

#### EASTERN COUNTIES RAILWAY COMPANY.

The general meeting of the shareholders in this undertaking was held  
at the London Tavern, on Tuesday, the 6th inst., to receive the directors' re-  
port, to adopt certain bye-laws, to be proposed by the directors, and to  
fill up vacancies in the direction.

HENRY BOSANQUET, Esq., in the chair.

The advertisement calling the meeting was read, and the seal of the  
company put to the registry book.

The CHAIRMAN said, that at the last meeting he had deemed it un-  
necessary to make any observations before the directors' report was sub-  
mitted, but now, he thought it right to make a few remarks, previous to  
the reading of the customary report, to be submitted this day. The time  
that had elapsed since that meeting, had been so prolific with events im-  
portant to these undertakings, and, added to that, the general ignorance of  
the public with respect to this particular one, that he felt sure they would  
not be misplaced. He would appeal to his friends in Liverpool, whether  
he was not right in saying this undertaking was very little known—its  
progress and its prospects seemed to be hid from the world: this was the  
result of its passing through a country that did not possess one great  
work of art, as a canal or railway. The population of these districts  
had not experienced, and could not know, the advantage of such a  
national work. He would cite two instances to prove the great ignorance  
relating to it, evinced by some landowners on the line, who required se-  
verally, as a compensation for their loss of property, 1350*l.*, and 5000*l.*;  
instead of which sums being awarded by the juries, they were made  
1000*l.* and 500*l.* He would make a few observations on the line of coun-  
try through which the railway passed. He would, in the first place, take  
Yarmouth—the railway would open a speedy and direct communication  
between London, this town, and the whole north of Europe: it would  
materially enhance the fisheries, giving an open and quick market. He  
knew, as a fact, that there had been such an abundant supply of herrings  
during a late season, that they had been thrown away. Now, the exis-  
tence of a railway would set aside the necessity of such a waste. Nor-  
wich was the next town he had to notice—it contained 60,000 inhabi-  
tants, famous for arts and industry; these would be diffused over a much  
wider surface of country than was now possible. He referred to a work  
written some time back, speaking of the wealth and resources contained  
in this county, and which this railway would be the means of distributing  
to the advantage of all classes of society. After making some passing  
remarks on Suffolk, he spoke of the great agricultural resources of Essex,  
containing also the beautiful towns of Harwich and Colchester, together  
with twenty-seven market towns; these three counties supply London  
with a great part of both the luxuries and necessities of life. The cattle,  
which now take six days to come to the London market, will be brought  
up in four hours, with the additional advantage of being spared a vast  
deal of brutality. It was all classes of the community who would profit  
by this railway—not the agriculturist or the farmer only, but gentlemen  
and noblemen, merchants, bankers, underwriters, lawyers, and visitors,  
would all have the advantage of speedy and cheap conveyance. There  
were no less than 708 country seats belonging to noblemen and gentle-  
men in Norfolk only. He thought that these facts would establish the  
usefulness of the undertaking. He could also assure the proprietors, that  
what had been said of its impracticability was perfectly unfounded: the  
line presented no obstacles worthy of note—it was perfectly easy and  
practicable. He would endeavour to give them an idea of the great  
traffic upon the Essex roads: he thought it would prove that the share-  
holders need have no doubt upon that subject; the traffic was greater  
than shown to the House of Commons on application for their Bill.  
Forty-one stage-coaches passed daily to and from Chelmsford, a distance  
of thirty miles, besides an immense number of post-chaises and other  
vehicles, daily on the road. At Whitechapel toll bar, it was ascertained that  
upwards of 1,300,000 stage-coaches and post-chaises passed in the week;  
more than 11,000 farmers' carts passed through Brentwood during the  
week; and these subjects of profit would be secured to the railway in  
part next summer, it being calculated that the line would reach Ilford  
by that time: added to this, the amount of population in Suffolk and  
Norfolk, above 686,000, and in the Tower Hamlets, more than 367,000,  
would insure no mean income. The country had never been developed  
to the extent that its population and wealth demanded; one-half the in-  
habitants knew nothing of any part of the country, except that which  
they lived in; this great undertaking would remedy such an evil, and lay  
open the resources of the country to its fullest advantage—it would give  
an increase to commerce—advance the value of the commodities, and  
afford a stimulus to industry in all classes. He knew it was the fashion  
of the day to revile joint-stock companies, which, he was free to confess,  
if perverted, were the most dangerous weapons in a country; but, if  
managed with probity and good faith, conferred a lasting benefit upon  
society. He, in conclusion, felt sure that the shareholders would never  
have reason to regret promoting the interests of an undertaking so pro-  
fitable, so national, and so useful, as the Eastern Counties Railway.

The directors' report was then submitted, it stated that it mentioned in  
the last report presented, that the directors had been anxious to com-  
plete such part of the line as they could, which would be most likely to  
pay, in part, the expense of the rest, so that the shareholders might be  
taxed as lightly as possible. The directors had acted upon this under-  
standing, having worked the line from Chelmsford to London, and had to  
report that the line from Ilford to Mile-end would be completed by next  
summer. It observed, that their Act provided that, if the line should  
not be completed in seven years, such part as was completed should pos-  
sess the privileges of the Act. It spoke of the call the directors had de-  
termined on making payable on the 8th March, in order to prosecute  
their works with vigour. It mentioned that the directors had resolved on  
deferring application for their Bill till next session; its delay would not  
interfere with the works in the least. It appeared also, that the direc-  
tors, being desirous to come to some arrangement with Lord Petre, had  
had his land surveyed and valued, but he had refused to take any com-  
pensation; the directors, therefore, had no resource but to go to law;  
this, however, had not retarded them, as they had not come up to his  
property. It submitted also the subject of election of the new candi-  
dates to fill up the vacancies in the direction. The new bye-laws sub-  
mitted to the meeting were to the effect, that—

1. Distant shareholders might be allowed to vote by proxy.

2. Providing for the filling up vacancies in the direction, occasioned by  
disqualification.

3. That candidates for the direction should send notice of their intention  
to stand for the vacancies, fourteen days prior to the meeting of proprietors.

The accounts submitted showed a balance of 10,508*l.* 3*s.* in the hands  
of the company; the total assets being 70,993*l.* 0*s.* 3*d.*, and the lia-  
bilities 43,229*l.*

The CHAIRMAN observed, that if these documents were satisfactory to the  
proprietors, the usual method to be adopted would be to move their  
reception.

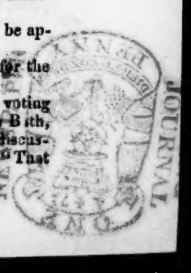
A GENTLEMAN first wished to notice an item in the accounts, relative  
to the non-payment of the calls on some shares, he would ask the chairman  
if these calls were to be paid up?

The CHAIRMAN said most certainly; it was the fixed determination of  
the directors to enforce the payment, and to protect the *bond fide* share-  
holder.

It was then resolved, that the report, together with the accounts, be ap-  
proved, adopted, and printed.

A clause was then read from the Act of Parliament, providing for the  
making of bye-laws.

The first bye-law to be submitted by the directors relative to the voting  
by proxy was then read; it was supported by a gentleman from Bath,  
and Mr. Woods from Lancashire, and produced a long desultory discus-  
sion. In the course of which Mr. FISH moved, as an amendment, "That  
the system of voting by proxy submitted, should not be allowed."





The CHAIRMAN, wishing to have the question settled at once, put the amendment.

This produced a long conversation as to the manner of taking the votes, several methods were tried but abandoned; it was at last agreed that it should be decided by writing "proxy" or "no proxy" on the piece of paper containing the names of those who stood candidates for the direction, and which would be balloted at the end of the meeting. The two remaining clauses being carried, it was resolved that they be printed together with the report. A long conversation ensued on the subject of bye-laws; the solicitor gave his opinion that they must coincide with the laws, or else they could be of no avail; they ought also to have a timely notice of their being submitted, in the advertisement convening the meeting. It was then resolved, "That no bye-laws shall be mooted at any meeting of the proprietors, but of which timely notice had been given."

The CHAIRMAN then brought forward the question of election of the directors; it caused a long discussion as to the qualification of one gentleman (Mr. Lemon), whose name was put forth as a candidate by Mr. Copeland for the direction. He held his interest in conjunction with his brother, and not in his own right; this appeared to be an obstacle to his election; there being four vacancies, it was determined that he should stand, but at the same time, obtain counsel's opinion as to his eligibility.

Mr. Woods proposed four gentlemen, whom he wished to have chosen at once.

Mr. COPELAND spoke in favour of a direction who might possess some local knowledge of the line of railway—he wished to have a director at Bath.

Mr. Woods wished to have one at Lancashire; he observed that the shareholders down there were men of substance, and ought to be represented.

A SHAREHOLDER observed that they would want men of capital to support them, as he felt convinced that the directors would be obliged to raise fresh capital to carry out the works; he stated that he was the secretary of the London and Birmingham Railway Company.

The ENGINEER expressed his surprise at such an opinion, and begged to say that the line of railway would consume no more capital than what he had before named.

After some further conversation on the mode of election, it was determined that they should at once proceed to the ballot, which was accordingly done, and the meeting adjourned.

#### NORTH MIDLAND RAILWAY COMPANY.

The general meeting of the proprietors of this company was held at the City of London Tavern, on Friday, the 9th inst.

Sir GEORGE CARR GLYN, in the chair.

The advertisement convening the meeting, in pursuance of the Act of Parliament, having been read, and the minutes of the former meeting confirmed,

The CHAIRMAN said, that the directors had never withheld from the proprietors any information of interest that had occurred with respect to the undertaking, whether good or bad, and in accordance with such a line of conduct, they had now to inform the proprietors that the original estimates had been found insufficient to carry on the works; they had not acted in the manner that most companies had done, to give a revised estimate as soon as their bill had passed through Parliament, but they had waited till they could tell the more exact amount of capital that would be required. He felt it his duty to inform the proprietors that the directors had experienced very violent opposition from the Ayr and Calder Navigation Company, who possessed the monopoly in many parts of Yorkshire, of the water transit of goods, and regarding this company as a powerful rival, had thrown every obstacle in their way. The directors, in their struggle with this company in Parliament, had obtained a decided advantage over them in the House of Commons, but in the Upper House, owing to the great influence of parties connected with the Ayr and Calder Company, had been cramped in such a manner, as to injure the working of the company; subsequent to this, the directors offered to that company, terms very liberal, but which were met by them in a very unfavourable manner, wanting this company to pay the whole amount of law expenses that had been incurred; if, however, the directors should continue to experience the same opposition, they were determined to settle the questions in dispute, at law; they would then be able to obtain a line of railway in all respects as advantageous as the original line.

The directors' report was then submitted; it stated that the director had full confidence in the undertaking; the line of railway had been altered in some parts, whereby the company had secured better curves for the line than they had formerly possessed; they had preserved the same gradients they had at first, and had let out seventeen contracts, comprising fifty-eight miles out of seventy-two; these contracts were certainly above the Parliamentary estimates, but they had had more work to do than was originally contemplated. They would have it in their power to inform the shareholders at the next meeting, the exact progress that had been made; generally speaking, the contracts were proceeding well; they had contracted for their locomotive power to be furnished by the end of next year. The directors had occasion to speak of 236 shares in their last report which they had intended to forfeit for non-payment of calls, these had since been paid upon.

The election of directors was, in accordance with the Act of Parliament, to take place at this meeting, six directors vacating office, but who would be eligible to be re-elected.

From the statement of accounts, it appeared that on the 31st of December last, there was a balance in the hands of the company to the amount of 127,498*l.* 0*s.* 8*d.*

A SHAREHOLDER inquired if any interest was obtained on this money, and also, how much land was bought?

The CHAIRMAN said that they had interest upon the money, and that a full half of the land had been purchased; he also added, that the proprietors must expect this to be the heaviest year for the making of the calls upon the proprietors.

Mr. GOLDSMID rose to move the adoption of the report. He was sorry, he said, to find that this company had fallen into the same error as it seemed all other companies had done—that of increasing their estimates after having passed the Houses of Parliament; he wished to know to what amount of increase it was likely they would have to go?

Mr. HENDERSON suggested that there should be a section of the undertaking, to show the proprietors the progress made.

The CHAIRMAN said, that such a section was being now made, and when completed, would be deposited at the office. In answer to Mr. Goldsmid's question, he had to say that the excess over the original estimates was 26 per cent.—this rise in the estimate could be accounted for in various ways; in the first place, they had had more earth-work than they had at first counted upon; the materials and price of labour had universally risen; the contractors also took advantage of the state of the times, to increase the price of their contracts; the directors had also included the expense of locomotive power in this second calculation.

The report was then adopted unanimously. The six directors retiring from office having been re-elected, with the unanimous consent of the meeting, thanks were voted to the chairman and directors for their efficient conduct in the management of the undertaking.

The CHAIRMAN, in returning thanks, said that he had forgotten to state to the meeting that it was calculated that the increased probable amount of traffic on their line, would compensate for the increased amount of expenditure.

This statement appeared to be satisfactory to the meeting, which was then adjourned.

#### BIRMINGHAM AND GLOUCESTER RAILWAY.

At a general half-yearly meeting of the proprietors, held on Tuesday, the 6th inst., at the Bell Hotel, in the city of Gloucester,

JOSEPH WALKER, Esq., in the chair,

The report of the directors and balance-sheet of the company were read; from which we make the following extracts:—

#### REPORT.

In pursuance of the expressed wishes of the shareholders, that the works should be proceeded with as rapidly as possible, your directors called upon their engineer for a detail of the course he would recommend to be pursued. This report was unanimously adopted, and in pursuance of its suggestions, a plan was laid down, and is now in steady operation, whereby, without neglecting the heavier portions of the works in the neighbourhood of Birmingham, the easier and less expensive part of the line, connecting Cheltenham, Tewkesbury, Worcester, and Droitwich, has been placed in such course of construction, as to insure its being opened to the public within eighteen

months from the 1st of January last, while the opening of the entire line may be safely calculated upon within three years from the same period.

The contracts have been taken on terms advantageous to the company, and leave no doubt whatever, in the opinion of the engineer, that the subscribed capital of 950,000*l.* will be fully sufficient to complete the undertaking.

With regard to the portion of the line between Cheltenham and Gloucester, it will be in the recollection of the shareholders, that an agreement was made in Parliament, with the Cheltenham and Great Western Union Railway Company, by which that company was to make that part of the line, for the joint benefit, and at the joint cost of the two companies. Your directors had expected that the Cheltenham and Great Western Union Railway Company would, ere this, have proceeded in the performance of that object, but they regret to say, that up to the present time, nothing has been done.

The time allowed that company for purchasing land, expires in June next, and they are now applying to Parliament for an extension of the time. To prevent further disappointment, and to insure the completion of this part of the railway within a defined period, and to carry out the spirit of the original understanding between the two companies, your directors have applied for the insertion in the proposed bill of the Cheltenham and Great Western Union Railway Company, of such clauses as they think necessary for the protection of your interests; and, although they would deprecate, on general principles, any Parliamentary contests, they consider this matter to be so important, that they do not shrink from the responsibility of advising a decided opposition in Parliament, should the claims of this company be disregarded by the directors of the Cheltenham and Great Western Union Railway Company.

Your directors finding that the sale of shares in London has very considerably increased, and desirous of affording facility to the public, have decided upon establishing an office there, for the reception of transfers, and their arrangements have so far proceeded, that they contemplate the opening of the office in the course of the present month.

In conclusion, your directors feel that they may congratulate the proprietors upon the very satisfactory state of the finances of the company. By the balance-sheet, appended to this report, it will appear that on the first and second calls, amounting to 71,250*l.*, only 8947*l.* 10*s.* remained unpaid on the 31st December last, since which period that amount has been reduced to about 6500*l.*; and on the call of 2*l.* 10*s.* due on the 1st of this present month, and amounting to 23,750*l.*, the sum of 12,315*l.* has been already paid; a fact which your directors have much pleasure in stating, as evincing the unabated and increasing confidence of the public in this undertaking.

BALANCE-SHEET, DEC. 31, 1837.			
Dr.			
To deposit on 9500 shares .....	£47,500	0	0
First and second call on ditto .....	£71,250	0	0
Less due from sundries .....	8,947	10	0
Third call, interest on calls, bank accounts, &c. ....		2,726	10
			7

Cr.			
By amount of disbursements to June 30, 1837 .....	£112,529	0	7
Law, engineering, land, works, incidental expenses, &c. ..	59,008	18	7
		53,520	2
			0
			7

The following resolutions were agreed to unanimously:—

Resolved,—That the report now read be adopted, and that the same be printed and circulated amongst the proprietors.

Resolved,—That this meeting would express its special approbation of the protection required for this company, by their directors, in reference to the Cheltenham and Great Western Union Railway Company, and do hereby authorise them to give the proposed Bill their decided opposition, if the just claims of this company be not conceded to their satisfaction.

Thanks having been given to the chairman, for his able and impartial conduct in the chair, the meeting adjourned.

#### EDINBURGH AND GLASGOW RAILWAY.

A very numerous and respectable meeting of the friends of this undertaking was held at the Waterloo Hotel, on Friday, the 26th ult., for the purpose of petitioning Parliament in favour of the proposed Edinburgh and Glasgow Railway Bill.

Right Hon. JAMES FORREST, Lord Provost, in the chair.

The following resolutions were unanimously agreed to:—  
That this meeting are fully sensible of the great advantages conferred by railway communication on the agricultural, manufacturing, and commercial community of this country, and that the establishment of new facilities for intercourse between Edinburgh and Glasgow, and the east and west coasts of the island, are objects which deserve the favourable consideration of the legislature.

That the repeated attempts which have been made for nearly ten years past to procure the formation of a railway between Edinburgh and Glasgow, and which have hitherto been frustrated by various causes, render it necessary or the public to come forward and assert their right to have this question settled by Parliament as one of great national importance, in such a manner as is most beneficial to the general interests of the country.

That this meeting is satisfied that the line of the Edinburgh and Glasgow Railway, for which a Bill was introduced into Parliament last session, has been fairly and impartially selected, and that it is the line which will afford the greatest accommodation to the trade between Edinburgh and Glasgow, as well as to the trade to the north by way of Falkirk.

That, influenced by these feelings, petitions to both Houses of Parliament be now resolved on, earnestly beseeching the legislature to afford to this Bill every possible facility, consistent with justice to individuals, and not to allow any technical objections to postpone the execution of this great undertaking, and render useless the heavy expense already incurred.

That the petition now read be approved of, and, when signed, forwarded to His Grace the Duke of Buccleuch, for presentation in the Peers, and to Sir John Campbell, for presentation in the Commons; and that the various members of both Houses connected with Scotland be respectfully requested to support the same in their several places in Parliament.

The thanks of the meeting having been voted to the chairman, the meeting adjourned.

#### NEWCASTLE AND NORTH SHIELDS RAILWAY.

The proprietors of this railway held their annual meeting at the Assembly Rooms, Newcastle, on Monday, the 5th inst.

MATTHEW BELL, Esq., M.P., in the chair.

The report of the directors was approved, and gave great satisfaction, particularly that part which expressed a confident belief that the line will be open for traffic this year. The directors were unanimously re-elected.

#### BISSOE BRIDGE MINING COMPANY.

A general meeting of the shareholders in this company was held at the George and Vulture Tavern, on Thursday, the 8th inst.

ROBERT HITCHENS, Esq., in the chair.

The advertisement having been read,

The CHAIRMAN stated that the reason for calling the shareholders together, was to state to them the present condition and future prospects of the mine, with the view of making a call of 5*s.* per share to carry out the undertaking; he had authority to say, that the call would be responded to in 3000 shares; he, himself, had a good opinion of the adventure, holding the same amount of shares as he had had at the commencement. This call of 5*s.* would effect the purposes they required, which were to sink the shaft through the bar of granite that opposed their progress, and to prove the ground below this bar; it was the opinion of several eminent mining men, that they should have a rich and valuable mine when they had got underneath this granite; and he recommended that the call should be made and the trial given; their captain informed them that he had every expectation of reaching this ground by the end of April, when they would have about two months (the call lasting till that time) to prove the ground. The mine was at present paying about half the monthly expenditure, and the directors had now great hopes of having a valuable mine.

The meeting agreed that it would be most advisable that the call should be made, as there seemed some prospect of getting into rich ground; and the chairman having stated that due notice should be given of the same, the meeting adjourned.

#### WOLVERHAMPTON AND STAFFORDSHIRE BANKING COMPANY.

The annual general meeting of the shareholders of this company was held on Monday, 5th inst., at the Swan Hotel, Wolverhampton, and was attended by an unusually large number of the proprietors.

JOHN WEAVER, Esq., in the chair.

The CHAIRMAN, after briefly adverting to the circumstances under which the meeting was assembled, called upon Mr. Barker to read the report of the directors for the past year. The document was of a highly satisfactory nature, and it appeared that the profits of the last year's transactions amounted to about 16 per cent. on the paid-up capital. The directors recommended that a dividend of 10 per cent. should be declared on each share, payable in March, but considered that in lieu of any further division of the profits of the past year, it would be advisable to carry the remaining 6 per cent. to the guarantee fund, which it appeared had now reached the amount fixed by the deed of settlement, but which the directors thought might with propriety and advantage be raised from

20,000*l.* to 25,000*l.* In the course of the conversation which took place on this proposition, Mr. Barker said it appeared highly probable that government would introduce some measure for increasing the stability of Joint-Stock Banks, and as the details of the measure would probably require a larger proportion of the capital to be paid up, he thought it would be an act of prudence to anticipate the requirement by increasing the guarantee fund, by which any future payment on the shares would be made lighter. A resolution was then passed embodying the recommendation of the directors, which will be submitted for confirmation at a special meeting of the proprietors on the 5th of March, and the report of the directors was agreed to unanimously. The dividend is to be confirmed on the 8th of March.

Thanks having been voted to the chairman, directors, and manager, the meeting adjourned.

#### SHEFFIELD AND ROTHERHAM BANK.

At a meeting of the proprietors, held at the Cutler's Hall, Sheffield, on Wednesday, the 7th inst., a report was read, in which the directors announced that the net profits of the year ending 31st December last, enabled them to declare a dividend of 10 per cent., and to carry upwards of 5 per cent. upon the paid-up capital to the reserved fund.

#### NORTHUMBERLAND AND DURHAM DISTRICT BANK.

The second general meeting of this company was held on Tuesday, the 30th ult. The proceedings were of a most gratifying description, and a half-yearly dividend, at the rate of 10 per cent. per annum, was declared payable on and after the 1st of February. The further experience which has been had of the advantage consequent upon the issue of the notes of the Bank of England has confirmed the directors in the opinion, that in adopting that system, instead of an issue of local notes, they effectually promoted the best interests of the establishment. The amount of the paid-up capital, on the 30th December, is 139,787*l.* 10*s.*, and the net profits arising from the usual business of the bank for the past half-year, amounts to 8917*l.* 4*s.* 6*d.*

#### BRADFORD BANKING COMPANY.

The annual general meeting of the proprietors of this bank was held on the 26th ult. A dividend of 10*l.* per cent. was declared, besides making up the guarantee or reserved fund to one-fourth part of the whole paid up capital of 30*l.* per share, being the full amount required by the deed of settlement.

#### LEICESTERSHIRE BANKING COMPANY.

The annual general meeting of this company was held on the 29th ult. The directors presented a most satisfactory report, and the meeting expressed their high gratification at the results of the last year. A dividend was declared of 10 per cent. out of the profits, and the surplus was added to the guarantee fund, which now amounts to a considerable sum.

#### HALIFAX JOINT-STOCK BANKING COMPANY.

The annual meeting of the shareholders in this establishment was held at the Swan Inn, in Halifax, on the 31st ult., when a dividend of 12 per cent. on the first and second calls, and a dividend of 6 per cent. on the third call, was declared on the profits of the past year; a very handsome sum, at the same time, being placed to the reserved fund.

#### NOTICES OF RAILWAY BILLS.

The following List of Notices which have been given of intended application to Parliament for Railway Bills in the present session, has been furnished to the *Railway Magazine* (from the pages of which we extract it), by Mr. John Thompson, of the Birmingham, Bristol, and Thames Junction Railway Office:—

Armagh, Tyrone, and Londonderry.—New line.  
Birmingham, Bristol, and Thames Junction.—To alter, amend, and enlarge the powers of former Act.  
Bolton-le-Moors and Preston.—To alter, amend, and enlarge the powers of former Act, and to make branches.  
Breccon and Merthyr Tydfil.—New line.  
Bristol and Exeter.—To alter, amend, and enlarge the powers of former Act, and to make deviations and alterations in the line.  
Bristol and Gloucestershire.—To alter, amend, and enlarge the provisions of former Act, and to make an extension to the Cheltenham and Great Western Union at Westerleigh.  
Cambridge, Newmarket, Thetford, and Bury St. Edmunds.—New line.  
Cambrian.—To join Llanelly Dock and Llandillo Railway, with branches.  
Cheltenham and Great Western Union.—To alter, amend, and enlarge the powers of former Act, and to alter and amend the line.  
Clarence and Hartlepool Union Railway and Asylum Harbour.—To make deviations and alterations, to form a branch, and also a canal and dock.  
Cwm Garw (Glamorganshire).—To make a branch from the Duffryn, Llynfi, and Porth Cawl Railway, to Branchy-y-Cymmer, in the parish Langeinor.  
Central Kentish.—New line.  
Dundalk Western.—Amendments and alterations.  
Doncaster, North Midland, and Goole.—New line.  
Eastern Counties.—To alter, amend, and enlarge the powers of former Act, and to extend for a period of two years the powers granted relating to the purchase of lands.  
Grand Connexion.—To make a branch from the Worcester branch of the Birmingham and Gloucester Railway to Stourbridge.  
Grand Junction.—To alter, amend, and enlarge the powers of former Act, and to make a branch from Runcorn to join the Liverpool and Manchester Railway at Huyton.  
Great Central Irish.—New line.  
Great North of England.—To alter, amend, and enlarge the powers of former Act.  
Hampshire.—New line.  
Hampshire and Wiltshire Junction.—New line.  
Hull, Lincoln, and Nottingham.—New line.  
Kennington and Greenwich.—Branch from Greenwich Railway, near Blue Anchor-lane, to York-place, Kennington.  
Launceston and Enodoch.—New line.  
London and Croydon.—To alter, amend, and enlarge the powers of former Act, and to extend the London and Croydon Railway to Epsom.  
London and Croydon and Deptford Junction.—To make a branch from New Cross to the Thames at Deptford.  
London, Exeter, and Falmouth.—New line.  
London Grand Junction.—To alter, amend, and enlarge the powers of former Act, and to extend the time for completing the purchase of lands, &c.  
London and Greenwich.—To extend the time for completing the railway.—Branch from Corbett's-lane to Queen-street, Rotherhithe.  
London, Guildford, and Portsmouth.—New line.  
Manchester, Bolton, and Bury Canal Navigation and Railway.—To alter, amend, and enlarge the powers of former Act.  
Manchester, Leeds, and Goole.—New line and branch.  
Midland Counties.—To alter, amend, and enlarge the powers of former Act, and to extend the time for completing the purchase of lands.—To make a branch to Mountsorrel, in the county of Leicester.  
Maryport and Carlisle.—Amendments and alterations.  
Midland Grand Junction.—New line from the Midland Counties and Nottingham to join the Manchester and Sheffield Railway at Sheffield.  
Monkland and Kirkintilloch.—Branch to Chapelhall Iron Works, Lanarkshire.  
Morpeh and Tyne.—New line.  
Newcastle-upon-Tyne and Carlisle.—To raise a further sum of money, &c.  
Newcastle-upon-Tyne and Gateshead.—New line from Gateshead to Newcastle-upon-Tyne.  
Newcastle-upon-Tyne and North Shields.—To make a branch or extension to Priors Haven, in the parish of Tynemouth.  
Pearya, Helston, and Redruth.—New line.  
Portsmouth.—New line from Portsmouth, in the county of Carnarvon, to Slate Quarries at Festiniog, in the county of Merioneth.  
Preston and Wigan.—To alter, amend, and enlarge the powers of former Act, and to make a branch from the North Union Railway at Chorley.  
Richmond.—New line.  
Rye and Hastings.—New line.  
St. Helens and Runcorn Gap, and Ashton Green Railways.—To alter, amend, and enlarge the Act relating to the former, and to extend for a distance not exceeding one mile the latter railway.  
Sheffield Union.—New line to join the North Midland.  
South-Eastern.—To make deviations and alterations.  
South-Eastern, Canterbury, Ramsgate, and Sandwich.—New line.  
South-Eastern and Maidstone.—Branch to Maidstone.  
South-Eastern and Mertonham.—Branch from the South-Eastern Railway to Mertonham, in the county of Surrey.  
Taw Vale Railway and Duck (Devonshire).—New line, with a branch to Barnstaple Bridge.  
Ulster.—To alter, amend, and enlarge the powers of former Act.  
United Armagh and Dublin and Drogheda Inland.—New line.  
Usk.—New line to the River Usk with branches.



Uxbridge and Great Western.—New line.  
West Durham.—New line from Brancepeth to join the Byers Green branch of the Clarence Railway.  
Whitehaven, Workington, and Maryport.—New line.  
Up to the present time petitions have been presented for four Railway Bills only, viz.: the Newcastle-upon-Tyne and Carlisle Railway; the London and Greenwich; the Croydon; and the Manchester, Bolton, and Bury Canal Navigation and Railway.

## RAILWAY INTELLIGENCE.

MIDLAND COUNTIES RAILWAY.—The following are the gradients on the Midland Counties Railway, by which it will be perceived that the line is as favourable for speed and economical working as any line with which we are acquainted, and much more so than most of the general lines now in operation:—

Level	M. P. G.
1 in 1,370, or 3 feet 10 inches per mile	1 0 3
1 in 1,320, or 4 feet	1 2 3½
1 in 1,060, or 5 feet	1 0 0
1 in 880, or 6 feet	5 4 5
1 in 528, or 10 feet	4 0 0
1 in 500, or 10 feet 6 inches	10 7 5
1 in 440, or 12 feet	2 2 0
1 in 416, or 12 feet 6 inches	1 0 8½
1 in 400, or 13 feet 2 inches	11 6 0
1 in 330, or 16 feet	6 1 0

Total length of railway..... 57 4 9

## ABSTRACT OF DISTANCES.

From Rugby to the Trent.....	40 1 3½
Curves at the Trent.....	2 1 1½
From Nottingham to Derby.....	15 2 4

57 4 9

Rugby to Leicester.....	20 0 0
Rugby to Derby.....	49 1 6½
Rugby to Nottingham.....	47 2 9

NORTH MIDLAND RAILWAY.—The long-continued frost has occasioned a considerable hindrance in the masonry department of this undertaking. The excavators have continued their work, and are getting on fast, but so much remains to be done near the town of Chesterfield, that it is intended to carry on the work by night as well as by day. In order to accomplish this, an application has been made to the Gas Company, for lamps to be placed on the line, and a meeting was held on the 2d inst., to make the requisite arrangements. The directors have made another call of 10l., making in the whole 35l. per share. Upwards of sixty miles of road out of the whole distance of seventy-two miles, is now in course of being made. The Aire and Calder Navigation Company, have thrown every possible obstacle in the way of the railway company, and in consequence, a new line has been surveyed from Leeds to the Cinder-ovens, beyond Haigh Park; and the directors may possibly be driven to apply for a new act to empower them to take this line.—*Sheffield Iris*.

LONDON AND CROYDON RAILWAY.—The works on this line seem to be pushed on with as much rapidity as the inclement weather will permit. The viaduct of thirty-six arches, at the junction with the Greenwich Railway, is now completed, and appears to be of the most substantial character. The foundations, owing to the uncertain nature of the soil, are laid very deep, and secured on beds of concrete. The whole brick-work is built of the best hard grey stocks; the joints having been all raked out one inch deep, and pointed with Parker's cement. This gives a dark appearance, which, however, is well counterbalanced by the durability of the structure.

ACCIDENT ON THE DALKEITH RAILWAY.—The guard of the London mail, while crossing this railway, had, as usual at that point of the road, blown his horn, in order that the railway might be clear while the coach passed. This warning had, however, been neglected by the attendants on a train of coal-waggons, and the result was a frightful collision, in which one of the leading horses was killed on the spot, and the other so seriously injured, that it died shortly after its arrival in town. Fortunately, no other injury was done, except that the pole was broken, and the coach otherwise damaged.

STANHOPE AND TYNE RAILWAY.—There are now at work, on this railway, three handsome and powerful locomotive engines, one of them calculated to draw the enormous weight of 300 tons. This latter engine was manufactured at the Bedlington Iron Works.

RAILWAY FROM PORTSMOUTH TO LONDON.—A railway from Portsmouth to London, through Chichester, Arundel, Horsham, and Dorking, is now in contemplation; a meeting, called by the Mayor, having been held last week, and was numerously attended.

MANCHESTER AND LEEDS RAILWAY.—The shareholders of this important undertaking, are about to meet at Manchester, on the 14th inst., with a view to determine on the propriety of making two branches from their main line, one to Oldham, and the other to Halifax. Both of these branches would promote the public accommodation, as well as the interests of the proprietors.—*Leeds Mercury*.

SHEFFIELD AND ROTHERHAM RAILWAY.—The works of this undertaking are rapidly approaching to completion, and in all probability, the line will be opened for traffic about Midsummer.

EASTERN COUNTIES RAILWAY.—On Monday evening last, in the House of Commons, the Standing Orders Committee decided against the petition of this company.

DELAY ON THE GRAND JUNCTION RAILWAY.—The first class train, due at eleven o'clock on Monday, did not reach this town until five o'clock on Tuesday morning! The delay was stated to be partly owing to the state of the rails in consequence of the frost, and partly to the great quantity of merchandise attached to the train owing to the canals being closed.

BRISTOL AND EXETER RAILWAY.—We are most happy to learn, that in a recent interview of a deputation from the directors of this railway, the Lords of the Admiralty fully admit that a point, either at Brea Down or Black Rock, on the coast of Somersetshire, on the line of that railway, will be the great national shipping and landing place for communication between the Atlantic, and the south of Ireland, with the metropolis. We are not surprised at this admission on the part of such high authorities, as the fact is, letters and passengers will, we understand, by this route, arrive in London via the Bristol and Exeter and the Great Western Railways in four hours from the coast, and will effect a saving in time of at least eight hours, as compared with the route through the Avon. As compared with the route via Milford, the saving of time will be at least one-half that now occupied.—*Bristol Gazette*.

EASTERN COUNTIES RAILWAY.—The contract for the iron bridge over the Regent's Canal, on this line, for which tenders were lately advertised, has been obtained by Messrs. B. and N. Sherwood, of Lambeth—sum 2478l. The iron work is, we understand, to be supplied by the Horsley Company. The successful competitors for the supply of the rails (parallel), and chairs, for the portion of the line between Mile-end and Ilford, are Messrs. Joseph and Crawshaw Bailey, of the Nanty-glo Iron Works, and Messrs. Guest, Lewis, and Co., of the Dowlais Works. The Messrs. Bailey are to supply 1000 tons at 12l. 2s. 6d. per ton, deliverable in the Thames. The iron is to be equal to the best No. 3 bar-iron, to be made wholly of pure or mine iron, puddled and hammered and rolled into bars, cut up, again heated, and rolled into rails. Messrs. Bailey have also contracted to supply the chairs suitable for 2000 tons of rails, at 7l. 19s. 6d. per ton, cast upon an iron core, and from second fusion. Messrs. Guest and Co.'s contract is to supply 1000 tons of rails at the same price (12l. 2s. 6d.), and also deliverable in the river; warranted to be of the best quality, finished in the best manner, and free from every imperfection. The condition of the whole of these contracts is, that they shall be completed before the 1st of June, it being expected that the line will be opened as far as Ilford in the coming June or July.—*Railway Times*.

FIRE FROM A RAILWAY ENGINE.—On Wednesday, the 24th ult., such was the violence of the wind, that as the locomotive engine was being used to remove earth on an embankment of the London and Birmingham Railway, about midway between Stony Stratford and Northampton, flakes of fire were carried a distance of forty-five yards from the railway over a farm house on the property of the Duke of Grafton, and being deposited in the rick-yard, occasioned the destruction of corn stacks and other produce to the amount of 700l.

DUBLIN AND KINGSTOWN RAILWAY.—The gale on Tuesday week, from the north-east was very severe, and increased from daylight until high water, at which time the appearance from the Monkstown cliffs was very awful. About nine o'clock yesterday morning, two small portions of the parapet wall between Sea Point Fields and Salt Hill station, were washed down, and the sea pouring in, turned the railroad, for two or three hours, into a canal. As the tide fell the water ebbed, and by one o'clock, the railroad was clear again. Not a nail or block was stirred, and a minute inspection by Mr. Vignoles, the principal engineer, Mr. Pim, Mr. Brogie, and other officers of the company, has proved that no substantial damage had been done, and that less than 20l. will repair the breaches. These were entirely in that part of the parapet wall which was not strengthened last spring, and it has been satisfactorily demonstrated, that had the strengthening and raising of the parapet walls in every part, been carried into effect, no breach would have been made. The trains commenced running through to Kingstown as usual, shortly after one o'clock. The portion of the road laid upon timber, was not in the least affected, on the contrary, it appeared rather to have been consolidated by the sand and shingles brought over the walls by the spray through the breaches. Except the displacing of a few coping stones, where the foot-bridge from Burke's Sea Point Hotel breaks the uniformity of the parapet; no other portion of the works has been at all disturbed, nor have any of the sea-culverts been affected.

PROPOSED EXTENSION OF THE NEWCASTLE AND NORTH SHIELDS RAILWAY TO TYNE-MOUTH.—Notwithstanding the opinion by Sir Wm. Follett that the commissioners under the North Shields Town Improvement Act cannot legally apply any of the money raised under the authority of that act, towards opposing the application to be made in the present session, for an act to extend the railway from Shields to Tyne-mouth, through the centre of the town, a numerous and respectable meeting of the inhabitants has been held, and has resolved, within the last few days, to afford all the assistance in their power to the commissioners to render their opposition to the bill successful.—*Tyne Mercury*.

## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

MONDAY.

Fire Insurances.—Petition from Drogheda, for reduction of duty; ordered to lie on the table.

Oliver Oil.—Petition from Darlington, for reduction of the duty thereon; ordered to lie on the table.

Thomas Parkin.—Petition of Thomas Parkin, complaining of the infringement of his patent for improving the construction of railways, by the London and Croydon Railway Company; ordered to lie on the table.

Edinburgh and Glasgow Railway.—Petition from Paisley, in favour of the application; ordered to lie on the table. Petition of the Earl of Hopetoun and James Hope, Esq., complaining of non-compliance with the Standing Orders; referred to select committee on petitions for private bills.

Coal Trade (Port of London) Act.—Considered in committee; resolution for Bill reported and agreed to; Bill ordered to be brought in by Mr. Labouchere and Mr. P. Thompson. Bill "to continue an Act for regulating the vend and delivery of coals in the cities of London and Westminster, and in certain parts of the counties of Middlesex, Surrey, Kent, Essex, Hertfordshire, Buckinghamshire, and Berkshire;" presented; read first time; to be read second time on Thursday, and to be printed.

TUESDAY.

London and Greenwich Railway.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Wolveney Atwood and Mr. Barnard.

Manchester, Bolton, and Bury Canal and Railway.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Wilson Patten and Lord Viscount Sandon.

Newcastle-upon-Tyne and Carlisle Railway.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Ord and Mr. Phillip Howard.

Gravesend Pier.—Petition for Bill reported, and Bill ordered to be brought in by Sir M. Wood and Sir W. Geary.

WEDNESDAY.

East India Company.—Lists 82 and 83 presented, specifying the particulars of compensation proposed to be granted to certain reduced officers and servants of the company (by Act); ordered to lie on the table.

Fishguard Harbour Act.—Petition of the Master, Wardens, and Commonalty of Merchant Venturers of Bristol, for repeal of such part thereof as imposes a passing toll; ordered to lie on the table.

Gravesend Pier Bill.—"For preventing the partial collection of certain tolls and rates granted for the erection and support of Gravesend Quay and Pier," presented; read first time; to be read a second time.

Festiniog Railway.—Petition for Bill; referred to the select committee on petitions for private bills.

Marine Insurances.—Petition of the President, Vice-President, and Directors of the Chamber of Commerce and Manufactures of Manchester, for repeal of duty; ordered to lie on the table.

Wool, Oliver Oil, &c.—Two petitions for repeal of duties; ordered to lie on the table.

Patterns and Inventions Bill.—Petitions in favour, from London and Westminster; ordered to lie on the table.

Edinburgh and Glasgow Railway.—Petition of William Ellis, Esq., complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

Branding Junction Railway.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Loughan and Mr. Bell.

London and Greenwich Railway Bill.—"For extending the time for completing the London and Greenwich Railway, and for amending the act relating thereto," presented; read first time; to be read a second time.

Fishguard Harbour Bill.—Two petitions against; referred to the committee on the bill.

Metropolis Cemetery.—Petition for Bill reported; report ordered to lie on the table.

Anti-Dry-Rot Company.—Petition for Bill reported; report ordered to lie on the table.

Banking Copartnership Bill.—Read second time, and committed for tomorrow.

THURSDAY.

Midland Counties (Mountsorrel) Railway.—Petition for Bill; referred to the select committee on petitions for private bills.

Banking Copartnership Bill.—Considered in committee; to be reported tomorrow.

Coal Trade (Port of London) Bill.—Read second time, and committed to Mr. Labouchere, Lord Granville Somerset, Mr. Hume, Sir Edward Knatchbull, Mr. Wakley, Mr. Pense, Sir James Duke, Sir Matthew Wood, Mr. Wood (Middlesex), Mr. Leader, Mr. Bell, Mr. Lambton, Mr. Humphrey, Captain Alsager, and Mr. Finch:—power to send for persons, papers, and records; also to be the quorum.

FRIDAY.

Newcastle-upon-Tyne and Carlisle Railway Bill.—"To authorise the Newcastle-upon-Tyne and Carlisle Railway Company to raise an additional sum of money for the purposes of their undertaking," presented; read first time; to be read second time.

Edinburgh and Glasgow Railway.—Petition in favour of the application; ordered to lie on the table.

Southampton Pier.—Petition for Bill; referred to select committee on petitions for private bills.

Metropolis Cemetery.—Report [7th February] read; Bill ordered to be brought in by Mr. Phillips and Sir Matthew Wood.

Fishguard Harbour.—Petition for Bill; referred to select committee on petitions for private bills.

Banking Copartnership Bill.—Reported; several amendments agreed to; one disagreed to; amendments made; bill to be read a third time on Monday next; bill, as amended, to be printed.

Eastern Counties Railway.—Petition for bill reported; report referred to the select committee on standing orders.

London and Croydon Railway. (No. 1).—Petition for bill reported; report referred to the select committee on standing orders.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

MONDAY.

Mr. R. Eubank, on the motion of Lord Brougham, was introduced, and made a very long speech on the subject of Canada and the Canadian Bill. After a few observations from Lords Brougham and Ripon, the bill was committed and reported, and the third reading was fixed for Thursday.

TUESDAY.

Many petitions were presented; some by Lord Brougham in favour of the vote by ballot, and against severe measures towards Canada, only remarkable, perhaps, in consequence of the petitioners' omission of the usually respectful language required formally to be addressed to their lordships.

WEDNESDAY.

The House did not meet to-day.

THURSDAY.

Lord GLENELG stated (in answer to the Earl of Ripon's inquiry) that the government had consented to the granting of a charter to the New Zealand

Association, on certain conditions; but the conditions not having been complied with, the intention to grant the charter had ceased.—Lord GLENELG moved the third reading of the Canada Government Bill, which called forth considerable discussion. The bill was eventually read a third time.

FRIDAY.

The Canada Government Bill was brought from the Commons with their lordships' amendment, and agreed to.

## HOUSE OF COMMONS.

MONDAY.

The CHANCELLOR of the EXCHEQUER gave notice that he should move for leave to bring in a bill to amend in some respect the law relating to Joint-Stock Banks, in consequence of the decision lately pronounced in the Court of Exchequer. He stated, in answer to Mr. O'Connell, that he did not contemplate any alteration in the arrangements with the Bank of England; and that, with reference to the Bank of Ireland, he should wait for the report of the committee on Joint-Stock Banks.—Mr. P. THOMPSON stated, with regard to the alteration of duty upon linen yarn imported into France, that, on inquiry, he was led to believe the result would be in its favour.—In answer to a question put by Lord EBRINGTON, alluding to the recent loss of the *Killarney* steamer, Mr. P. THOMPSON said, that the Government had not had time to investigate the circumstances; but that it was unquestionably of the greatest importance to ascertain whether, in regard to steam-boats generally, some restrictions could not be made as to the quantity of live stock shipped on board those vessels, similar to those restrictions which existed in regard to other passage-boats.—Mr. LABOUCHERE called the attention of the house to the subject of the coal trade of the port of London, and said that it was his intention to move that the bill be referred to a select committee. The corporation of the city of London had, much to their credit, agreed to reduce the duty on coal in the proportion of 1d. per ton. Lord G. SOMERSET hoped that other coal proprietors than those of the north of England might be allowed to appear before the committee, and that the inquiry would be a most searching one. A bill was subsequently brought in and read a first time.—The CHANCELLOR of the EXCHEQUER said, in answer to inquiry, that he should propose a bill to amend the law regarding cochenal, in consequence of the decision of the Court of Exchequer.

TUESDAY.

The CHANCELLOR of the EXCHEQUER moved for leave to bring in a bill to amend the law with respect to clerical members of Joint-Stock Banks. He said his motion was rendered necessary in consequence of a late decision in the Court of Exchequer, by which it appeared that it was unlawful for a clergyman in orders to be a member of any joint-stock company. In 1817 an act was passed, prohibiting all spiritual persons from engaging in any trade or dealing for gain or profit, and there was a penalty for the first offence. There was also a provision on which the late decision in the Court of Exchequer had been founded. The result of this state of the law would be no less than this, that if any clergyman had become a proprietor of stock in any of these companies, not being chartered companies, but being joint-stock partnerships, the companies in question might be incapacitated from recovering any just and lawful debt whatsoever, and it might be pleaded in bar to any attempt which they made to recover the debt that there was a clergyman member of the company, who was engaged in trading, contrary to the intent and meaning of the 57th Geo. III., and, consequently that they were not entitled to recover a just debt. He believed that construction to have been put upon the act quite unexpectedly. It was not only on behalf of joint-stock banks that he asked the house to interpose, but all joint-stock partnerships would equally come within this decision. Canal and railway companies might be invalidated, and innocent parties might be ruined to an extent that it was scarcely possible to calculate upon. To give the house some means of judging to what extent this state of the law, if allowed to continue, must carry ruin and prejudice, he should only refer to joint-stock banks. There were now 108 stock banks, carrying on trade, and 474 branches, having capital consisting of 2,776,000 separate shares, and nominal capital amounting to 66,000,000l. sterling. By this law, the judges considered a just construction of the statute, the proceedings represented by a nominal capital of 66,000,000l. sterling might be involved in utter confusion. Having stated the nature of the evil which he meant to remove, he would now explain the nature of the remedy which he intended to propose. That remedy, if operative at all, must be retrospective. If they were to proceed prospectively, they would leave all that confusion which he had described as incident to the present state of the law. In bills of an analogous character, which had been introduced with a retrospective operation, it had been usual to introduce a saving clause with respect to existing suits, but he did not intend to introduce any saving clause in respect to existing suits in this bill. He should only enable the parties to introduce another compact of another character—he should propose to give validity to all those compacts, notwithstanding the fact of the parties being clergymen. But, at the same time, a clause would be introduced to enable the court, before whom legal proceedings had been taken, to award costs to parties who had instituted proceedings under the existing law. He did not propose to give a right to plead this new law; but, if the parties had taken legal proceedings, he thought they were entitled to recover the costs. These were the main provisions of this bill. He proposed that the bill should not be a perpetual act, but only last till the end of the next session of parliament. The same course had been taken with respect to a bill of a somewhat analogous character which had been introduced in the year 1813, when actions, which were considered vexatious, being brought against the clergy—bills were brought into parliament to suspend those actions, and renewed at different periods of time. The right hon. gentleman concluded by moving for leave to bring in a bill to make good certain contracts which had been entered into by certain bankers or shareholders in joint-stock banks. Mr. WARBURTON asked whether it was the intention of the Chancellor of the Exchequer to introduce any clause to prevent clergymen holding office as managers or directors of these companies? The CHANCELLOR of the EXCHEQUER said that the bill contained no prohibitory clause at all. His object was to deal with these compacts and to give them validity. The time for entering into the question, which his hon. friend had raised, was during the progress of the Church Bill which was now upon the table of the house. That contained a prohibition against clergymen engaging in trade; and if it were necessary to introduce a provision against clergymen being managers of any of these companies, it might there be appropriately introduced. He would take the University Life Insurance Company, and he found that the Archbishop of Canterbury was at its head, that the vice-presidents were all bishops, and that many of the directors were clergymen of the established church. Whatever the policy of the law might be, he could only repeat that the present was not a proper time, Mr. THOMAS ATTWOOD hoped the right hon. gentleman would reflect a little before he gave effect to such a bill. Forty years ago all joint-stock banks were deemed a nuisance by law, and the shares were not transferrable. The law had since been changed, and now they ceased to be deemed nuisances. Leave was given to bring in the bill.

WEDNESDAY.

There were many petitions presented, particularly against the Rating of Tenement Bill, the negro apprenticeship clause, for the amendment of the Tithes Act (England), &c.—Mr. HUME presented a petition from York, Upper Canada, adopted at a public meeting in August last, but the chairman of which had, he believed, since joined the rebels. The petition complained of unconstitutional conduct on the part of Sir F. Head, in having adopted acts of the legislature without laying copies thereof on the table of the British parliament, as directed by law.—Mr. C. BULWER postponed till Wednesday next the further consideration of the report on the Controverted Elections Bill.—Sir H. VERNY also postponed the further proceedings on the Rating of Tenements Bill. After considerable discussion the bill was eventually postponed till Friday, April 27.—The Hackney Carriages (Metropolis) Bill was read a second time; as was the Banking (clerical) Copartnership Bill.—Mr. O'CONNELL obtained leave to renew his Law of Libel Bill, on the understanding that the discussion would be taken on the second reading.

THURSDAY.

Col. CONOLLY gave notice that, on the 25th inst., he would move for leave to bring in a bill for the better protection of the salmon fisheries of Ireland.—Mr. LABOUCHERE repeated that the French government intended to propose an additional duty on linen yarn, and that there was no reason to believe there was any disposition to accede to the representation of the English government against it. Mr. HUME asked whether it was proposed to reduce our duty on French brandy, because, if we made demands on the French government, we ought to proceed fairly. England taxed French brandy between 600 and 700 per cent., and complained when France proposed to impose only 100 per cent. on some English article. The CHANCELLOR of the EXCHEQUER said that it was not very logical to say that England was to reduce an existing duty because there was complaint against a duty about to be imposed by France.—He had no intention to propose any reduction of the duty on French brandy.—Mr. WALLACE called attention to the petition from the Edinburgh Chamber of Commerce, praying that no experiment on Mr. Rowland Hill's plan may be entered into, unless based on its main principles. He moved that the house resolve into committee on the laws regarding the Post-office. The CHANCELLOR of the EXCHEQUER said that, much as he respected Mr. Hill, he could not be so indifferent to the revenue as to sanction at once the whole of that plan.—The Banking Copartnership Bill went through committee.

FRIDAY.

Mr. CRESSWELL gave notice that, on the 23d inst., he should bring forward a motion on the subject of the Danish claims.—The Poor Laws (Ireland) Bill was committed *pro forma*.—The third reading of the Custody of Insane Persons Bill was postponed until Tuesday, and the Banking Copartnership Bill was reported.—The ATTORNEY-GENERAL gave notice that, on Tuesday, he would move for leave to bring in a Bill to Amend the Registration Act, which would contain a clause to abolish the registration shilling



MEETINGS OF SCIENTIFIC BODIES.  
IN THE ENSUING WEEK.

SCIENTIFIC BODIES.	PLACE OF MEETING.	DAY.	OUR.
Royal Geographical Society	21, Regent-street	Monday	8 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Royal Medical and Chir.	43, Berners-street	Tuesday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Geological	Somerset House	Friday	1 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
London Electrical	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.  
MEETINGS.

Shropshire Assurance Company	Shrewsbury	Feb. 12	1
London Conveyance Company	George and Culture	12	12
Trevorgus Mining Company	George and Culture	13	12
Taff Vale Railway	Angel Inn, Cardiff	14	2
South Polgoth Mining Company	20, Basinghall-street	14	12
Northern and Eastern Railway	City of London Tavern	20	1
London and Birmingham Railway	White Hart Tavern	21	1
Holmbush Mining Company	24, Sooner, Attwood, and Co.	27	1
Irish Waste Land Improvement Co.	57, Old Broad-street	27	1
Great Western Railway	Office	27	12
Wheat Sisters Mining Company	37, New Broad-street	28	1
Imperial Brazilian Mining Company	London Tavern	March 1	2
West Cork Mining Company	City of London Tavern	1	1
London and Westminster Bank	London Tavern	7	1

## CALLS.

Whl. Osborne, Wolla, & Wl. Noble	Feb. 13	As former calls.
Boringdon Park Mining Company	16	Williams, Deacon and Co.
Combmartin and N. Devon M. C.	108	W. of Eng. and S. W. Dist.
York and North Midland Railway	61	Barnett and Hoare, York.
Brazilian Company (Conceicao)	108	21, 6, broad-street-buildings.
North Midland Railway	108	21, 6, broad-street-buildings.
New Granada Mining Company	16	24, Sooner, Attwood, and Co.
National Brazilian Mining Co.	13	Office of Company.
Bissoe Bridge Mining Company	58	Williams, Deacon, and Co.
Glasgow, Paisley, & Ayr Railway	51	As former calls.
Lancaster and Preston Railway	51	As former calls.
Rhymney Iron Company	51	Glyn, Halifax, and Co.

## DIVIDENDS.

National Bank of Ireland	6 per cent. for half year	Feb. 15
Manchester and Liverpool District Bank	32 per cent. for half year	15
South Towner Mining Company	58. per share	March 1
Liverpool Union Bank	4 per cent. for half year	1
Miner Company of Ireland	6 per cent. per annum	1
Bank of Manchester	34 per cent. for half year	7
North and South Wales Bank	6 per cent. per annum	10
Grand Junction Railway	5 per cent. for half year	10
Liverpool and Manchester Railway	51. per share	10
West Cornwall Mines Investment Company	15. 6d. per share.	10
West of England District Bank	5 per cent.	10
York City and County Bank	12 per cent.	10
Sheffield Banking Company	7 1/2 per cent. [per cent. on 3d call.	10
Halifax Banking Company	12 per cent. on 1st and 2d calls, and 6	10
West Riding Union Bank	10 per cent., and a bonus of 5 per cent.	10
Monmouth and Glamorgan Banking Co.		10

## NOTICES TO CORRESPONDENTS.

We have received Captain Warrington's second letter, which, with his former communication, we have forwarded to our correspondent, who will, doubtless, address Captain W. on the subject. We may observe, that the earnest manner in which "A Cornishman" wrote, was not in the slightest degree intended to be offensive. We can say this from our knowledge of the party.

The communications of several correspondents, and answers required to queries, from "Shareholders," shall meet with attention next week, we regret to find we are considerably in arrears.

MINING REVIEW.—In reply to "Amicus," he is informed that the Title-pages and Indices for the last two volumes, may be had (gratis) on application—we had anticipated his wishes.

"W. J. H."—Thanks for his communication, which shall receive attention by letter early in the ensuing week.

"L. P." received—all correct.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, FEBRUARY 10, 1838.

In another part of our columns will be found some very valuable information relative to the state of the coal trade during the past year; and on a subject not only of vast importance, as forming the most prominent branch of mining industry in this country, but interesting to every individual, as connected with the supply of one of his most urgent wants, we shall now proceed to offer some few general remarks, reserving much that we have to say for future Numbers.

At the beginning of the present year, in taking our customary retrospect of the state of the coal trade, and other branches of the mining interest, for the year just expired, we observed that coal "had maintained a fair price, with but little variation—a circumstance partly attributable, no doubt, to the extensive and increasing demand, and partly to the restrictive system of vend so generally adopted in this trade. To this branch of the mining interest alone, we may consider the past year to have been a prosperous one." In making these remarks, we had not, of course, the tabular statements before us, which we present in our columns of to-day; and it is highly satisfactory to find our inferences, from more limited and general data, so fully authenticated by the accurate statistical returns now made out for the whole year.

It is well known that the consumption of coal in London is yearly increasing to a very considerable extent; indeed, we never recollect to have seen an annual statement of the amount, in which this increase was not shown in a very decided manner, as compared with the year preceding. Such is particularly the case as regards the importation of last year, which exceeds that of 1836 by the large quantity of 228,645 tons, amounting, altogether, to the vast sum of 2,626,997 tons, being far beyond what has ever previously been known.

The following tabular statement will exhibit, in a very clear point of view, the important statistical fact to which we have alluded, as it exhibits, at a glance, the quantity of coal imported into London for the last five years:—

	Tons.	Increase (tons).
Imported in 1833	2,010,409	
Ditto 1834	2,078,685	68,276
Ditto 1835	2,298,812	220,127
Ditto 1836	2,398,352	99,540
Ditto 1837	2,626,997	228,645

Thus, we see that in the short space of five years, the quantity of coal imported into London has increased from about two million tons to more than two millions and a half, or above 25 per cent. The precise causes of this great increase we leave to be investigated by the statistical inquirer; but it may, doubtless, be attributed, in great measure, to the constantly increasing population and manufactures of the metropolis, and must have received a fresh impetus from the repeal of the heavy Government duty, which took place shortly before the period we are considering, or in 1831. The effects of this liberal and highly politic measure, are deserving, however, of more than a passing notice, and we shall, therefore,

consider them at a future opportunity with the attention they require.

The importation of coal into London being entirely from the Durham and Northumberland mines, sufficiently establishes the activity of that great coal district; but on turning to another locality considerably distant from it—the Bristol collieries—it is satisfactory to find similar indications of prosperity. The advantages which Bristol enjoys for the export of coal to foreign countries are sufficiently obvious, and the quantity shipped from thence exhibits for the last four years a steady and considerable increase.

In 1834 this quantity amounted to only 5389 tons; in 1835 to 7378 tons; in 1836 to 8129 tons; and in 1837 to 12,099—thus, having more than doubled itself in the short space of four years. The localities of the Bristol export trade (chiefly the West Indies and the Mediterranean) are fully given in another part of our columns; and it is satisfactory to observe, that in each of the years we have mentioned, the export has been extended to entirely new markets, indicating a growing disposition on the part of foreigners to avail themselves of our inexhaustible stores of this most useful mineral. Both from this circumstance, and from the great reduction in the export duty, which was judiciously made by government a few years since, it appears, indeed, highly probable, that the amount of our foreign export of coal may be considerably increased, to the great and obvious benefit both of the mine-owners and of our shipping interest.

That a trade lately freed from heavy government duties, and enjoying such peculiar advantages as a constantly increasing demand, both in the home and foreign market, should be fettered by internal restriction and monopoly, must be a source of regret and disappointment to the public, more especially in seasons of peculiar severity like the present, when all are so deeply interested in the plentiful and cheap supply of fuel. In Scotland, however, this has been the case to a very great extent, and the inhabitants of Edinburgh have till lately been much injured by a combination among the coal-owners to keep up the price of that article. The unsparing use of the power of monopoly has, however, at length raised an opposition before which combination must speedily give way, and terminate in deserved loss. A committee has been formed, it appears, for the purpose of introducing supplies of coal from the north of England and other districts at reduced rates, and has so fully succeeded in effecting this spirited and laudable object, that but little encouragement is held out to the coal-owners to repeat the present system of monopoly at any future time.

As regards the supply of coal in the metropolis, a subject in which many of our readers are more immediately interested, we may observe, that without joining in the exaggerated representations which have frequently been put forward of the existence of gross and uncontrolled monopoly, we believe there are still many things open to improvement, and that by a more open system of trade, and the removal of all abuses, not only would the public be benefitted, but even the welfare of the coal-owners themselves eventually promoted. To this subject, however, we propose shortly to return again.

In a former Number we remarked at some length on the anomalous state of certain laws affecting Joint-Stock Companies, whereby the acts of these bodies might be rendered invalid, in event of a case of very frequent, and, in fact, of unavoidable occurrence—the circumstance of shares being held by persons in holy orders, who thus, of course, become copartners in their proceedings, contrary to the strict and literal interpretation of an Act of Parliament, preventing clergymen from engaging in any secular employments.

Upon this most frivolous, but at the same time unfortunately legal ground for dispute, an action was brought some time since in the "Court of Exchequer," and the difficulty and confusion which thus threatened to ensue were such as immediately to excite the attention of the Legislature, and a Bill to remedy these evils has been accordingly introduced in the House of Commons, before which it now lies, having already passed through the committee.

We have given the speech of the CHANCELLOR of the EXCHEQUER, on moving for leave to bring in this bill, at some length in our Parliamentary Summary, and to this we refer such of our readers as may be interested in this important subject, which we have reason to believe is the case with a considerable portion. No doubt, we believe, can be entertained that the Act in question will at once be repealed, and when we consider the immense number of Joint-Stock Associations which at the present time are in existence, the magnitude and importance of their operations, and the vast amount of capital invested in them, the urgency of the measure cannot admit of argument.

On the present occasion we shall only further observe, that fully to meet our present wants, the Bill now before Parliament ought to be but the first of a series of modifications of the laws affecting Joint-Stock Associations, calculated to afford these bodies every legal protection, and to remove every impediment to their successful operation. Not only individuals, but the public generally, have now a deep interest in the welfare of these associations, since, in addition to the various objects which formerly engaged their attention, Joint-Stock Banks have lately assumed a prominent and highly important position. The success of these establishments has hitherto fully answered the most sanguine expectations of their projectors, and when further matured by time and experience, we may venture to predict a still more brilliant and prosperous career.

A considerable share of public attention still continues to be absorbed by Railway undertakings, and the shares in many of the leading concerns maintain very satisfactory prices in the market, more especially when we call to mind the late depreciation in this description of property. We have much pleasure in furnishing, in our columns of to-day, several reports of meetings which have lately taken place, in which will be found much information on the present state and prospects of the respective undertakings.

## THE FUNDS.

CITY, FRIDAY EVENING.

Consols, which have been subjected during the past week to considerable fluctuations, from the nature of the business done in the market have, however, experienced but a slight decline, the lowest price quoted being 91½, and the closing price a shade better than reported in our last number. The uncertainty which still exists as to the nature of the advances from Canada, continues to keep the market in a feverish state, while a strong disposition is evinced in favour of an advance. The present account (for 27th inst.) will not, it is expected, be closed without a strong effort on the part of the "Bears."

The monetary and commercial interests are rather pleased that the Chancellor of the Exchequer has determined, without any further delay, to amend that portion of the Joint-Stock Act, which invalidates all associations wherein clerical men are shareholders, and which the late decision in the Court of Exchequer has sanctioned, but which, if permitted to continue much longer in force, must tend to create innumerable and most unjustifiable embarrassments.

We may observe, that the increased disposition on the part of the public to give encouragement to, and enter into joint-stock bank associations, which has been manifested within the past two years, and which is gaining strength, is considered to be one of the motives which have determined the government to bring the existing law respecting joint-stock banks again under the revision of Parliament during this session; and which, we believe, has also been much urged during the past year by the bank direction.

Exchequer Bills continue firm at prices quoted. India Bonds have, however, given way, having been done at 51 pm. Bank Stock has also declined, the last price marked being 204. India Stock is also a trifle flatter.

In the Foreign Market, Colombian Bonds have advanced, and the market assumed a firmer appearance, from the nature of the advances as to the arrangements in contemplation with reference to its debt.

Our latest advices from Liverpool state that there was very little inquiry for the leading lines of railway, or any other description of shares, excepting local stock, in which, however, there was a tolerable business done. The prices generally, remain as last quoted, but the market closed very languidly, with sellers at the undermentioned rates:—North Midland 26½; Manchester and Birmingham 9½; Manchester and Leeds 28½; South and Eastern Dover 7; London and Brighton 8½; London and Southampton (New), 21½; London and Birmingham Quarter 28; Edinburgh and Glasgow (Old) 3½; Eastern Counties 3 3-6; Chester and Crewe 4½; Birkenhead and Chester 7½.

In the other Foreign Stocks business has been limited, with but slight alterations in prices.

In Railway Shares much business has been doing, and prices maintained, with a slight advance in one or two of the undertakings; South-Eastern and Dover are 1½ better; Northern and Eastern have also been in demand, and the shares on which the payments have been inconsiderable, have been generally sought after. The heavier Railway Shares have not been so much in request. In Joint-Stock Banks the alteration in price is but trivial. Australasian have given way 30s. per share. Mining Shares are again getting into repute, and higher prices asked. The statement of the workings of one of the home-adventures (the Holmbush Mine), given in our columns of this day, gives confidence. Business, has, however, been but limited.

Consols 91½ 92. The Three-and-a-Half per Cent. Reduced Annuities 100½ 101, and the New Three-and-a-Half per Cents. 99½ 100. Bank Stock 204 money, and 204½ time. India Stock 263 money. The premium upon Exchequer Bills 55 57, and on India Bonds, unmarked, 14 15.

Portuguese New Five per Cent. Bonds 27½. Spanish Bonds, with the May Coupons, 18½ 19, and 18½ 19 without. Passive Bonds 4½, and Deferred 6½. Brazilian Bonds 74, Colombian 25½ 26, and Mexican Six per Cents. 27½. French Five per Cent. Rentes 109f. 50c.; the Three per Cent. ditto 79f. 50c., the exchange to rule at 25f. 55c. Dutch Stock 53½ 54, and the Old Fives 102½ 103.

Great Western Railway Shares 17½ 18 pm.; Brighton 3½ pm.; Blackwall 1½; Southampton (Old) 10 dis.; and North Midland ½ pm.

British North American Banking Shares 1½ dis.; Colonial Bank ½ pm.; and London and Westminster 1½.

## LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91½; Exchequer Bills, 55 57 pm; East India Bonds, 55 57 pm; Dutch Five per Cents., 102½ 103; Ditto Two-and-a-Half per Cents., 53½ 54; Portuguese Five per Cents. 27½ 28; Ditto Three per Cents., 17½ 18½; Railways:—Brighton, 8½ 9 pm; Great Western, 17 18 pm; London and Birmingham, 73 5, New, 22½ 3½ pm; Southampton, 39 40 per share; New, 15½ 16½ pm.

LONDON, FEB. 9.—There is not the slightest alteration in metals to notice this week.

REDUCTION, FEB. 8.—Average standard, 110f. 17s.—Average product, 7½.—Average price, 5f. 18s. 6d.—Quantity of ore, 3907.—Quantity of fine copper, 309 tons 14 cwt.—Amount of money, 23,589f. 2s. 0d.—Average standard of last sale, 114f. 0s.—Produce, 7½.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM NOV. 14 TO FEB. 6, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation	£18,206,000
Deposits	£11,266,000
	£29,472,000
Securities	£22,569,000
Bullion	9,543,000
	£32,112,000

Downing-street, Feb. 8.

COAL TRADE (PORT OF LONDON) COMMITTEE.—Mr. Labouchere, Lord G. Somerset, Mr. Hume, Sir E. Knatchbull, Mr. Wakley, Mr. Pease, Sir J. Duke, Sir M. Wood, Mr. Wood (Middlesex), Mr. Leader, Mr. Bell, Mr. Lambton, Mr. Humphrey, Capt. Alsager, and Mr. Finch.

BANKING COPARTNERSHIPS.—In the House of Commons, on Tuesday evening last, a Bill was brought in, read a first time, and ordered to be printed, "to make good certain contracts which have been or may be entered into by certain banking and trading copartnerships."

IRON TRADE.—Within the last month an importation which will surprise our readers in the neighbourhood of the iron works, has been made to the Port of London, viz.—a cargo of iron, technically called "blooms," made at Madras with native ore, and containing materials. An importation of iron from Madras! What new marvel in commercial enterprise will eclipse this?—*Merthyr Guardian*.

COAL IN ITALY.—A discovery has lately been made by the Cavalier Ripafinoli, which will prove of considerable importance to the Venice and Milan R. way—no less than that of a mine of excellent coal in the mountain Chiampo. Letters from Brescia, of the 26th December, mention, that the marking out of the line of this interesting railway had already reached that city. The works are carried on by night as well as day, by the assistance of torches fixed on to the top of poles.

DESTROYING FIRE-DAMP.—We understand that Mr. Charles Borrow, mason, of St. Austin, after studying many years the best method of destroying damp in coal mines, which have proved fatal to so many thousands of human beings, has at length succeeded in constructing a machine which will effectually destroy them, and enable the miner to prosecute his work with the aid of a lighted candle, without lantern or any covering, in perfect safety.—*West Briton*.

PATENT MINERS' LIFE PROTECTOR.—A second public trial of Mr. Fourness' Patent Ventilator, for the purpose of clearing coal mines, &c. of fire or choke-damp, took place at Osmondthorpe colliery, Leeds, on the 31st ult. There were present a great number of visitors, both professional colliers and others, from different parts of the country, who all pronounced it to be a wonderful and useful invention. As a proof of its efficiency the miners went into one of the pits with safety lamps to open a wicket door, for the purpose of joining the wind roads together, but that could not be accomplished on account of the fire-damp flashing out their lights; they called from the pit to set the apparatus to work, and in two minutes afterwards they were able to reach the wicket door without any interruption, the pit being perfectly clear.—*Sunderland Beacon*.

WARSAW, JAN. 19.—The Hanoverian bulletin of the laws contains the treaty concluded between Hanover and Brunswick respecting an iron railroad to be carried through the territory of the two states.



## ORIGINAL CORRESPONDENCE.

## BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Allow me to adopt the medium of your valuable Journal to make a few statements respecting the above company, as the shareholders cannot be aware of the proceedings of the directors, or they would, before this time, have called a general meeting in order to dissolve the company. The bill for the formation of the company was obtained in the year 1836, at the instigation of a set of individuals who were shareholders in the Kensington Canal; the object of the company was stated to be for the conveyance of passengers and goods from the lines of the London and Birmingham and Great Western, to the Thames; and in order to form a railway for that purpose they immediately discovered that it would be necessary to buy up the Kensington Canal—which was done—those of the directors who were shareholders in the canal thereby compensating themselves for a canal, which, I believe, brought in nothing. The next thing done was to obtain a vote at a general meeting that the directors should receive 600*l.* for their trouble in obtaining the Act, and 600*l.* per annum for conducting the affairs of the company. The act, however, was scarcely passed, and the first 600*l.* scarcely deposited in the pockets of the directors, when they found out that the terminus at Kensington would not do, and that they must go to Parliament again, to obtain another bill, to carry the line to Knightsbridge. This they did, and as I contend, expended the money subscribed for the original undertaking, in petitioning for this new line, in an illegal manner. They did not succeed in obtaining this second Act.

Up to this time there has been nothing done towards the formation of the railway, for the few yards of embankment which have been thrown up during two years are merely to create the semblance of operations. Since the 1st of last October, even the pretence of making the line has ceased, the works having been altogether stopped at that time. Supposing for an instant that the line were completed, it is agreed on all hands that it could never answer—and the reasons are obvious. All the expected traffic on the Birmingham, Bristol, and Thames Junction, must of necessity be derived (and so the directors themselves state) from the London and Birmingham and Great Western Railways. Now the termini of these great lines are, the one at Euston-square, and the other at Paddington, both preferable to Kensington or Knightsbridge; so that it is quite absurd to suppose, that any passengers (even were the two great lines to allow the delay) would ever leave them, to be carried the short distance of two miles by this company. As to their sending any goods by it from the great lines, for the sake of shipping them in the river, that likewise appears to be quite out of the question, as the goods which would be brought by them would be merely for the consumption of London; and if, as the directors of the Birmingham and Bristol and Thames Junction state, they were to be brought up for the purpose of being warehoused, then the Regent's Canal, which joins the Paddington Canal, and communicates with the river at Limehouse, would afford a much more desirable mode of conveyance, as it would carry the goods to the immediate vicinity of the docks and the shipping in the river, whereas this railroad would carry them to a point considerably above Vauxhall Bridge. To render the prospects of this company, if possible, still more desperate, the London and Birmingham and Great Western Railways disclaim all intention of ever using this line, which they have been inimical to from the first, on the ground of its utter uselessness.

I am, Sir, your obedient servant,

London, Feb. 1.

A SHAREHOLDER.

[We insert the above letter as we received it, but without possessing any further knowledge of the facts in question, we need only observe, that should they be open to explanation or refutation, a reply will be inserted with equal readiness.—Ed. M. J.]

## LONDON AND BIRMINGHAM CANAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observe in your paper of last Saturday, a letter addressed by a shareholder in the London and Birmingham Canal Company—I also being a shareholder in the same company. I beg to state, through your paper (having no doubt that you will endeavour to obtain justice for those who have embarked in joint-stock companies), that I quite coincide in the opinions expressed by him, that it is improbable and almost impossible that a loss of 25*s.* per share could have been fairly incurred. The company having been at little expense for the shareholders, and as I know something of what has transpired, respecting the said undertaking, instead of a loss to the subscribers, if the undertaking is not proceeded with, a bonus should be given to them, as the old company have, I have reason to believe, offered to pay all the expenses incurred, and give a compensation, if the project is abandoned; and, I must further state, that I think the directors are not justified in abandoning the undertaking without the consent of the shareholders.

I am, Sir, yours respectfully,

A. O.

## THE ERROR OF ARSENIC IN CANDLES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—From your having inserted my communication of last week upon the recommendatory properties of bismuth, when introduced in the manufacture of stearine candles, I am encouraged again to address you, and submit the result of several experiments I have been making, with the view of ascertaining how far the committee of the Westminster Medical Society, appointed for investigating the subject of "poisonous candles," could be considered as either correct or just in furnishing the report made by them. In questioning the correctness of their report, I am justified in doing so by my own experiments, for in addition to "stearine candles," "German wax-lights," and "moulded wax," distinctly named by them as containing arsenic, I have submitted sperm, cocoa-nut, wax, palm oil, Palmer's metallic wick, and common moulds, to the most delicate tests, and have been unable to detect even a trace of arsenic in any one of the samples. I purchased them of a manufacturer, who was totally ignorant of the purposes for which they were required, and have, therefore, been able to insure an impartial result. The "error" of their report being thus established—its injustice to those manufacturers who never have employed arsenic in the composition of their candles, is at the same time apparent; and it is to be hoped, that when next the Westminster Medical Society either institute inquiries or make experiments for the professed public good, they will not be, as in this instance, so forgetful of public justice.

I am, Sir, your obedient servant,

JUNIOR.

## FOUL AIR EXTRACTING MACHINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your valuable Journal of last week there appeared a letter wherein the writer claims great credit for having given up for the public good the use of a machine, his own invention, for extracting foul air from mines, &c., and also for having been the first to ascertain the fallacy and inefficiency of giving free air and salubrity to mines and ships by ventilation, by means of forcing the pure air in, as compared with the effect produced by extraction.

Not having seen one of Mr. Warrington's machines, I am of course not in a situation to give an opinion of its merits, neither is it my wish, nor necessary for my present purpose to do so, which is simply to show that the application of the principle of exhaustion to ventilation or extraction of foul air, from shafts, mines, &c., is not of recent date. About fifteen years since I applied this principle for the purpose of extracting choke-damp, from a shaft of great depth, and succeeded beyond my expectations, and have from that period frequently used the same machine, and with variable success. The machine I use is constructed like the common pump, and removes the foul air from any depth, in precisely the same way as that removes the water.

Until I read Mr. Warrington's letter, I did not think it very ingenious to apply a principle so well known to such an obvious purpose, or that it could possibly be an invention or a new application of so important a principle; if, however, it is not generally known, the interests of the public, particularly the mining public, demand that it should be, which must be my apology for troubling you with these lines.

I am, Sir, yours, &amp;c.,

A CONSTANT READER.

## BRITISH COPPER COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the Mining Journal of last Saturday, I observed, that at the meeting of the British Copper Company, a person by the name of Parker reproached in virulent language the character and conduct of Captain Stephens, the company's agent. From my personal acquaintance with Capt.

Stephens, and from the opinion which those who know him entertain of him, I am prepared to give an unqualified denial to such mean and unqualified assertions. How much Mr. Parker has been disappointed I know not, but that blame should be attached to agents, in the event of the prospects of a mine being unfortunate, is so absurd as it is groundless, and I would merely suggest to Mr. Parker, that before he again publicly makes assertions similar to those which I have now observed, he should be aware that by so doing, instead of lessening the reputation of those whom he unjustly attacks, he diminishes his own. Captain Stephens's capabilities, however, as a miner and agent, will not be subverted by such idle declamations, and worse than useless invective.

The prevailing opinion in this neighbourhood is, that the affairs of the mine, under the superintendence of Captain Stephens, have been judiciously and economically directed since the commencement.

I am, Sir, yours very respectfully,

St. Agnes, Feb. 1.

## HOLMBUSH MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I request the insertion, in your next paper, of the following statement of the monthly cost and returns of Holmbush Mine in the past year, for the information of the shareholders:—

Dr.	£	s.	d.	1837.	Cr.	£	s.	d.	1837.
January, to cost .....	610	14	10	January, by sale of ores ..	777	18	0		
February, ditto .....	369	13	11	February, ditto ditto .....	1474	0	3		
March, ditto .....	419	17	0	March, ditto ditto .....	644	13	3		
April, ditto .....	500	2	1	April, ditto ditto .....	716	2	10		
May, ditto .....	682	18	0	May, ditto ditto .....	634	4	4		
June, ditto .....	516	0	6	June, ditto ditto .....	651	18	5		
July, ditto .....	542	12	11	July, ditto ditto .....	673	1	2		
August, ditto .....	646	2	8	August, ditto ditto .....	782	12	9		
September, ditto .....	629	14	3	September, ditto ditto ..	992	19	10		
October, ditto .....	638	16	11	October, ditto ditto .....	996	17	6		
November, ditto .....	728	2	11	November, ditto ditto .....	799	8	9		
December, ditto .....	700	13	7	December, ditto ditto .....	761	7	0		
Lord's dues on sales of ore	624	5	0						
Profit .....	2295	9	6						

£9905 4 1

I am, Sir, your obedient servant,

Callington, Feb. 7.

J. MALACHY.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## CORNUBIAN MINE.

Feb. 3.—In giving you information concerning this mine, I beg to inform you that our new engine-shaft is down for a twenty-four fathom level. We shall commence cutting the plat on Monday next, and as soon as the plat is cut we shall put another pair of men to drive the cross-cut to cut the lode, which I should expect would be done in the course of a month. Our old engine-shaft is not sinking so fast as I expected it would have been; we have a great deal of water in this shaft, and a good branch of lead in the shaft, though we are some fathoms from the lode; we have suspended driving the eight fathom level west, on Cliverton's lode, and put them to sink a shaft on this level, as the air was too bad to drive any farther. There is but very little alteration in the other levels, since my last report.

JOHN BORLASE.

## GWINEAR MINING COMPANY.

Feb. 3.—It was our regular monthly setting day here to-day, of which I beg, annexed, to hand the particulars, and which, I trust, will be considered satisfactory. The men employed in the erection of the stamps, and the work connected therewith, have made good progress in the past week. The twenty fathom level continues productive, but not so as it has been.

C. N. BEATER.

## BRITISH TIN MINING COMPANY.

Feb. 5.—Thirty-two Fathom Level East.—The ground is much the same; lode about two feet big, carrying a small portion of tin. Set a pitch in the back of this level, to be worked by two men, at 12*s.* in the pound. The ground in the twelve fathom level west, is easy enough; the lode is from four to six inches wide, producing some good tin. I hope, as we progress, we shall make further improvement. Pitch in the back of twelve fathom level, Fagan's lode, is producing some tolerable work. The pitch in the back, on Middle lode, is yielding tin. The men in these pitches are working with tolerable spirit.

J. BRAY.

## ST. HILARY MINING COMPANY.

Feb. 3.—The samplers attended, and sampled what we had previously got in readiness for them, viz., sixty-five tons—the frost not allowing us to get more dressed in time. Yesterday was our setting-day, and I forward you the particulars. There is no alteration worthy of notice to remark on, either in the state or prospects of the mine. We are proceeding with the crusher and stamps as fast as circumstances will permit.

C. N. BEATER.

## HOLMBUSH MINING COMPANY.

Feb. 5.—I beg to inform you the result of our setting on Friday last, and the appearance of the lode in the different bargains. Wall's engine-shaft, to sink by twelve shaftmen and eight winzemen, one fathom, at 6*l.* There is no indication of any change in the ground for the better; four feet one inch only have been sunk in the last fortnight. The shaft is now thirteen fathoms three feet below the eighty fathom level. Eighty fathom level, to drive west, by six men, at 7*l.* 10*s.* per fathom; the south part of the lode is about nine inches big, will produce one ton of ore per fathom; the north part is six inches big, muddie, with spots of ore. The horse of killas is two feet and a half wide. To rise in the back of the eighty fathom level, by eight men, at 14*l.* per fathom, the rise to be carried fifteen feet long; the lode is from two and a half to three feet wide—a rich course of ore. The last six feet in height of the lode, broken down in this rise, produced twelve tons of ore, worth 8*l.* per ton. We have about four fathoms to rise at this point to hole to the winze sunk in the ore ground below the sixty two fathom level. To stoop in the back of the eighty fathom level, by six men, at 4*l.* 15*s.* per fathom; the lode is from one and a half to two feet and a half wide—a good course of ore. The eighty fathom level, to drive south from the present end east, by six men, at 6*l.* per fathom. We have intersected a cross-course in this end; our reason for driving south, at this point, is to prove whether there is another part of the lode south of the end. The seventy-two cross-cut, to drive, at 7*l.* 10*s.* per fathom. This end is thirty-two fathoms south of the engine-shaft, and according to the underlay of the lode, we have eighteen fathoms to drive to intersect it at this level. The sixty-two fathom level, to drive west, by six men, at 6*l.* 10*s.* per fathom; the branches continue productive, and will produce one ton of ore per fathom. To rise in the back of the fifty-two fathom level, by eight men, at 6*l.* 10*s.* per fathom. We have about five fathoms to rise at this point to hole to the thirty-five pitch, which is now wrought at 5*s.* 6*d.* in the pound; the tributaries in this pitch are doing well. We have thirteen pitches working, and are in general looking well. From the appearance of the lode in the different bargains and pitches, we shall sample, on the 19th inst., at Cotehele quay, 120 tons of ore—good quality.

S. SECOCME.

## TRELEIGH CONSOLS MINING COMPANY.

The pitches are looking well, and likely to produce good returns. The thirty fathom level, on Shauger north lode, is large, and I have no doubt will prove a good one, as we get off the cross-course. On Maria lode we are driving the twenty fathom level, east of Williams's shaft; in the back of that level we have discovered some ore, which, after some time, I hope to set at tribute; in the end the lode is eighteen inches wide, composed of spar, muddie, caple, and ore, with a leader of white iron. I have put the sumpmen to open six feet each way, in the forty fathom level, on the north lode, from engine-shaft, after which I purpose putting them to sink under this level, where we shall see the effect of the three lodes uniting. We are now ready for sinking Christoe shaft under the twenty, and are driving the ends east and west, from which we have drawn in the last month some good ore—they are at present poor. Shauger shaft is within six feet of the forty fathom level, and the thirty fathom level, driving east of the cross-course, on the same lode, is poor, not being settled from the heave. The twenty fathom level is suspended for want of air, and the men employed sinking the winze in which the lode is large, the south part producing ore worth 6*l.* or 7*l.* per fathom, and we have twenty-four feet to communicate, after which I intend to resume driving in each end, having reason to expect a bunch of ore, particularly in the twenty fathom level.

W. SINCOCK.

## BORINGDON PARK MINING COMPANY.

Feb. 3.—Since I wrote you my last report I have inspected the mine three times, and find the men working very regularly. The lode in the sump-shaft is about eighteen inches wide, composed of fluccan, muddie, and spar, with some stones of lead intermixed—the ground much as last reported. The lode in the seventeen fathom level is improved since I wrote you last; we have driven through a short bunch of lead, intermixed with copper ore and jack. The lode in the end is looking very kindly, with some stones of lead in it. I think the lead raised from this short bunch is 200 cwt., very rich. The lode in No. 3 shaft is from eighteen inches to two feet wide, composed of muddie, fluccan, spar, gossan, and iron, with some stones of lead intermixed

through the lode. I think we shall get down this shaft in time against the seventeen fathom level is driven forth, then we shall have a communication with the seventeen fathom level to the adit level; this will be a good thing for ventilating the eastern part of the mine. The lode in Martin's rise, in the back of the seventeen fathom level, is about two feet wide, composed of muddie, fluccan, and spar, with some spots of lead, but poor, but the ground is leady; on the whole, the lode is looking more promising at present than at any other time since I have been inspecting the mine. I hope by paying good attention to the working of the mine, and every economy, we shall obtain the end we have in view.

W. WILLIAMS.

## WEST WHEEL JEWEL MINING ASSOCIATION.

Feb. 5.—The Forty-two (east of Buckingham's shaft).—Lode continues about twelve inches wide, composed of black, grey, and yellow ore. Forty-two West.—Lode about twelve inches wide, composed of fluor-spar, pease, and yellow ores. Thirty Fathom Level East, on the New South Lode.—About nine inches wide, composed of gossan, producing stones of grey, black, red ores, and looks more like the Old Wheel Jewel than any we have seen at this mine before. Thirty Fathom Level South (on Hodge's cross-course).—Ground very favourable, and speedy for driving. At Wilkinson's we are cutting the plat, and hope to finish it this week. The deep adit west, Morcom's lode, continues about three feet wide, and is much the same as our last report. In the deep adit west, on the Great Gossan lode, the lode is small, but very regular. Owing to the frost we have not yet sampled, but hope it will be done this week.

M. WILLIAMS.

## EAST CORNWALL SILVER MINING COMPANY.

Feb. 3.—I beg to inform you of the proceedings since my last, with the state of the mine. The lode in the rise, above the back of the twenty fathom level, is about ten inches wide, composed of white iron, muddie, and fluccan, but poor for silver. The lode in the winze, in the bottom of the twenty fathom level, is about eight inches wide, composed of white iron and muddie, which I consider to be a kindly lode for silver, but it is poor at present I am sorry to say. I am sorry to say we cannot do anything about dressing, owing to the bad weather we have had, and still continues.

J. WILLIAMS.

## REDMOOR CONSOLIDATED MINING COMPANY.

Jan. 29.—I have this day been here, and have examined our underground operations throughout, and have held our usual monthly setting, the particulars of which you have, no doubt, ere this, received. It affords me great pleasure in stating, that the prospects, generally speaking, are of an encouraging description. At the fifty fathom bottom level, driving north, we have a much better prospect than I have ever seen in any level in the mine before; for eight inches wide the lode is very rich for silver lead, and imbedded in a pretty soft compound strata. Johnson's lode, at this level, is become harder, and not quite so large, but has every appearance still its making, in depth, a productive copper lode. At the same level, driving south, on the lead lode, I am better pleased with the prospects, there being some small branches of lead in the country; but that and the forty fathom level, driving north, we are obliged to suspend, in consequence of so much stuff raising, both, I may say, at the work: all our men are now working with vigour. We have put six men, taken from the levels suspended, to sink Johnson's winz-shaft, which is down about eight fathoms below the adit. This shaft must be sunk, or a fire-whim erected. We have no alternative, one or the other must be done, as it is quite impossible to keep the stuff with a single whim, but I prefer sinking the said winz-shaft, which we have adopted. At the forty fathom level going south, we have also a promising lode, and several of our pitches are yielding good work. In short, I beg to say that I am much pleased with the prospects altogether. The sump-shaft, I hope, will be nearly down to the sixty fathom level by the end of February. I hope also that the crushers will be set right in a few days, the only thing required is a new additional pinion wheel, which will increase the power full one-third. Mr. West has been here, and has ordered the pump to be up to work, and a very pretty little machine it is. We have no doubt upwards of sixty tons of rich lead broke, and about forty of white, we hope will be ready for sampling by the 14th of February, and a great quantity, provided the crusher is put in proper course. We will push the work as fast as possible. To-morrow I shall be all day employed at the surface, about the various matters to be attended to there.

R. ROWE.

## TAMAR SILVER LEAD MINING COMPANY.

Feb. 2.—As is usual after my examination of these mines, I beg herewith to hand you my report. Since my last, of the 3d ult., I am pleased with the proceedings, everything I consider is working, both in the tutwork and the tribute department, to the best advantage for the interest of the company. We have about the same number of pitches working (seventeen in number), and the prospects are on the whole equally so encouraging as they have ever been. In reference to the tutwork operations it is as follows:—At the 115 fathom level driving north of the engine shaft, the lode is small, being about eight inches wide, rather a hard spar, with blende and spots of lead. At the same level going south, the lode is two feet wide, and has a promising appearance, although at present not rich for lead. At the 115 fathom level we have set the north end to drive, deeming it deserves further trial. At the ninety-five fathom level driving south we have a large lode, from two to three feet wide, composed of fluccan and spar, and rich work for lead; this end is passing through ground which will set well on tribute. At the eighty-eight fathom level we have several fathoms driven through very good ore ground. The air, however, has become so very bad, that it is with difficulty the men are enabled to work; we have, therefore, set the same men to rise a winze immediately behind the said end to communicate to a bottom ground down from the seventy-five fathom level, and where we shall have to sink through a good ore lode, and will also divide the ground for new tribute. We shall sample to-morrow (Saturday, 3d inst.) about forty tons of rich silver lead ore, and in about three weeks hence (say 25th or 27th inst.) we hope again to sample the same quantity, so that we calculate we have not broken, dressed and undressed, eighty tons of rich ore. I cannot but be gratified in being able to confirm what I last wrote you, that we have brought this concern into a profitable state for the adventurers.

R. ROWE.

## BRITISH COPPER MINING COMPANY.

Feb. 7.—I have suspended all the tutwork operations in the mine, and set thirty-four tributaries to work on tribute—one pitch set to four men, at 6*s.* 6*d.* and the remainder at 13*s.* 4*d.* and 14*s.* Mr. Humphreys could not attend to the valuation of the materials, and Capt. H. F. Stephens informed that Capt. Richards is unwell, so I wrote to Capt. Vivian, who, with Capt. Middleton, is now on the mine, and at their work.

J. STEPHENS.

## ENGLISH MINING COMPANY.

Feb. 6.—Accompanying you have the usual monthly documents for December last, and setting reports for February, to which latter I beg to refer you for the present state of our underground operations.

H. HUMPHREYS.

## UNITED HILLS MINING COMPANY.

Feb. 3.—New Diagonal Shaft.—Cutting down under the twenty fathom level. This shaft is cut down to the size wanted, as deep as the twenty fathom level. Sinking (eastern Diagonal-shaft).—Lode in this shaft one foot wide, producing but little ore. Twenty-five Fathom Level (west of Diagonal-shaft).—In this level the lode is two feet wide, and poor at present. Diagonal Level (east of Diagonal-shaft).—Lode is three feet wide, one foot good ore. Rise (back of adit level, east of Diagonal-shaft).—Lode two feet wide, very good for ore. Twenty Fathom Level (east of Diagonal-shaft).—Lode large and poor. Twenty-seven Fathom Level (east of Counting-house shaft).—Lode one foot eighteen inches—poor. Thirty Fathom Level (east of Diagonal-shaft).—Lode small and poor. Winze (bottom of Diagonal-shaft).—Lode four feet wide, producing ore of a fair quality. Stopping back of ditto; the stopes in the back of this level are two feet wide—good ore. Thirty-six Fathom Level (east of Turton's shaft).—In this level the lode is large, and looking markedly for some time past. Forty Fathom Level (east of Diagonal-shaft).—Lode five feet wide, producing good ore throughout. Forty Fathom Level (west of Diagonal-shaft).—Driving west lode, four feet wide, ore throughout, but not so good quality as the eastern end.

C. PENROSE.

## WHEEL SISTERS MINING COMPANY.

Feb. 6.—The lode in the adit is about two feet big, of a very promising appearance; from six to eight inches of it is composed of sphatose, iron, lead, and spots of silver. We have broken some good stones of work yesterday and to-day; we shall have a sample assayed of the work in a few days, when I will let you know the produce.

J. COCKING.

## FOREIGN MINES.

## MINAS GERAES MINING COMPANY.

Morro das Almas, Oct. 30.—The old wheel of our ten-head stamps having become so bad, I was afraid it would not last until the new set should be ready, I have, therefore, determined to make a new wheel at once (for the ten-head set), repairing the old one, so as to stand until the other is finished. During the time this work is on hand, the work at the new stamps is unavoidably interfered with; but since we have not yet all our heavy iron work collected for them, it will not occasion much loss of time, and I expect, by the end of next week, the new wheel will be ready. In the mine we have only extended the sump in length and depth for the extraction of much ore as we are able to reduce by our present very limited stamping force. Diary.—Oct. 20.—The ten-head wheel having again caused a stoppage by requiring repairs, I have determined to make a new wheel at once, previous to completing the new stamps, as, from all appearances, it is not likely that the old one will stand any longer; my intention, therefore, is to patch this up with a temporary one until the other is finished. I regret that this job will unavoidably interfere for a fortnight or three weeks with the completion of our new stamps, but there is no alternative, as, by constantly patching up, nearly a month labour and time is thrown away in constructing a new wheel at once.



Oct. 24.—During the last two days our stamps have been idle. Some repairs were again necessary at the wheels for keeping them going until the new one is finished. Our operations in the mine are confined to some extension of the sump, both in length and depth, from whence we are extracting merely as much ore as we require to supply our present limited stamping force with.

Oct. 26.—The new wheel for the ten-head stamps is in forwardness. We have only a couple of hands at the new stamps, and a similar number at the railroad.

Oct. 27 and 28.—The greater part of the new wheel is prepared; there are only wanting a few more planks for the rings, when we shall commence increasing the axle for the erection of the arms, and putting the wheel together. Our produce would now be materially increased, but the continued interruptions from the repairs of these old wheels have greatly checked our stamping power.

Oct. 30.—Produce from clearing up to this day since last post, 4 lbs. 6 oz. 8 cwt. 8 grs.—Total, 38 lbs. 4 oz. 1 dwt. 19 grs. J. C. HOCHERER.

#### IMPERIAL BRAZILIAN MINING COMPANY.

Rio de Janeiro, Nov. 17.—We call your attention to the copy of our reports, dated 4th inst., having now to own receipt of your favours of the 23d Aug., per Jack Tar, and 5th Sept., per Tyrion packet. We just hear of a revolution having broken out in Bahia; the news seems to have created great sensation here, and our exchange is already affected. An expedition, it is said, is preparing to blockade Bahia forthwith.

NAYLOR, BROTHERS, and Co.

Gongo Soco, Oct. 30.—My last respects were dated the 24th inst., whereof I this day forward a duplicate, which will reach you under a separate cover. I have the honour to hand you, inclosed in this letter, gold return for the last nine working days, and the mining captain's report, dated 28th inst., and without having any thing further to trouble you with by this opportunity.

Nov. 4.—Confirming the contents of my letter of the 30th October, a duplicate of which is this day forwarded to you, under a separate cover, I have merely, on the present occasion, to submit for your information the usual sketch of the produce of your mine for the last five working days, in which sketch you will find included the produce received from the Taboleiro workings for the month of November. J. MORGAN, for G. V. DUVAL.

Gold Report.—Workings from the 24th Oct. to 3d Nov., 1837—ten days:—stamps, 12 lbs. 6 oz. 19 dwts. 16 grs.—13 lbs. 6 oz. 8 dwts. 12 grs.—Total produce from the 1st July to the 3d Nov., 271 lbs. 1 oz. 12 dwts. 2 grs.

#### DESCRIPTION OF THE LEAD MINES, CALLED SILVER MINES, IN THE COUNTY OF TIPPERARY, IRELAND.

THE PROPERTY OF LORD DUNALLY.

The silveriferous district, known by the name of "Silver Mines," is situated at the base, and on the north side of a long range of mountains. The rock of which these mountains are formed is clay slate; the flat soil, at their base, rests on flinty limestone. These mountains, in some places, are so mixed with siliceous, that they assume the appearance of quartz rock; between the limestone and clay slate, a small portion of sandstone intervenes.

The appearance at the junction of these rocks is particularly remarkable—between the termination of the flinty limestone and the clay slate of the mountain, there is a large chasm, filled with soft earth and various metallic and other substances. This space must have been occasioned by the subsidence and parting of the limestone; it is of considerable extent, particularly in the eastern part of this district, varying from 50 to 300 yards in breadth, and for nearly three miles in length. It is in the alluvial soil in this space that all the great workings have taken place; they got the ore without any trouble, and worked without any system, and never deeper than eighteen fathoms. This space is chiefly filled with decomposed sandstone, ochry clay, tumbler rocks from the limestone, sandstone, and clay slate; from it has been raised immense quantities of white lead ore, and of galena, very rich in silver, some green carbonate of copper or malachite, &c., &c.

At the point of junction there is an immense vein or lode of pyrites, or sulphur ramp, which traverses the entire district, running nearly east and west. This ramp is attached to the sandstone which joins the clay slate; it stands majestically in view as you approach the mines, is nearly perpendicular, and about thirty or forty feet high, which, with the characteristic features already mentioned, gives this place an extraordinary and interesting appearance.

The late Sir Charles Giesecke, professor of mineralogy in Ireland, stated "that it was the most extraordinary mineral district in the British empire; that, in his opinion, the limestone and clay slate approximated at the depth of about twenty-five fathoms, and that there a most valuable vein would be found, similar to the Great Lead Works in Spain." From this opinion, the writer of this article totally dissents. It is remarkable that in the *Mining Review* for June, 1836, in giving an account of metaliferous and mineral deposits, it says "the enormous supply of lead, which a few years since so severely depreciated the price of that metal, as to nearly ruin, not only the lead mines of this country, but those of all Europe, was obtained from a transition limestone, associated with mica slate." It, in fact, describes a district in some respects similar to the silver mines.

To show the antiquity of these mines, a copy of a record is annexed, as taken from a paper in the Tower of Dublin Castle, as to the quantity of lead and silver produced at them just 200 years ago. It will be a singular circumstance, if exactly at the termination of two centuries, these works shall be revived with profit.

#### COPY.

"An account of lead and silver made in the Silver and Lead Mines Royal, in the county Tipperary, from Christmas, 1637, to Christmas, 1638, out of which the king is to have the sixth part of lead, and the tenth part of silver."

Lead made from Christmas, 1637, to Christmas, 1638 . . . 257 4 0 12  
Whereof cometh to the crown . . . 42 17 11  
Silver made from Christmas, 1637, to Christmas 1638 . . . 1500 oz. and 2 grs.  
Whereof belongeth to the crown . . . 150 oz.

(Signed) 7th Feb. 1638 { RICHARD BATTON.  
GEORGE CARTER.

METROPOLITAN PAVEMENTS.—A good deal of interest has been recently excited by the proposed application of the substance called asphaltic mastic to the purposes of paving. In France it has been found to answer extremely well for paving and road-making, for covering in buildings as tiles, for arches of railways, and lining common sewers. The mastic is a compound of two mineral substances—the one being the native asphalt of the Jura mountains, the other being bitumen, both being fused and prepared in certain proportions, and in that state, when used for paving; laid upon the ground, cleared for the purpose. Wood, put down hexagonally upon a solid bed, and fixed together with this mastic, would, it is said, make excellent roads; no dirt would rise, no rain would penetrate; so that the more rain, the cleaner would be the streets. A pamphlet, entitled "Practical Observations, &c.," by Mr. F. W. Simms, Civil Engineer, late of the Royal Observatory (noticed at length in the last Number of the *Mining Review*), contains accounts of several places in Paris, and elsewhere in France, where the footpaths are paved with this material, also in the Place Louis XV., and a conservatory at the Baron de Montmorency's, laid with this substance, in what, in a certificate signed by Lords Elgin and Lincoln, and Sir John Hay, Bart., is described as a "beautiful mosaic." The stables of the cavalry barracks on the Quai d'Orsay are paved with the mastic, which after several years' use is found perfectly sound and unimpaired, the horses' hoofs making no impression on it. It is understood that the arches it is about to be applied on are part of the Greenwich Railway, with a view to preserve the arches of that extensive viaduct free from damp. Lord Duncannon also, as Commissioner of the Woods and Forests, has, it is understood, given up the road from Whitehall to Westminster-hall to be paved with this new material. Sir Robert Peel, in a letter, when in Paris, states that he had examined and greatly admired various places in that city which were paved with this mastic, of which the durability was such as to be unimpaired with the wear and tear of years.

ACCIDENT IN THE FOREST OF DEAN.—A terrible catastrophe occurred at a coal pit in the Forest of Dean, called the Regulator Pit, by which four unfortunate men were almost instantaneously hurried into eternity. They were descending the above pit about six o'clock in the morning, and having gone down a few yards, the rope suddenly broke (as it is supposed from a sudden jerk caused by its slipping, owing to the frost), and they were precipitated with awful rapidity to the bottom of the pit, a perpendicular distance of about seventy yards. Some persons went down to their assistance as soon as possible, when three of them were found to be quite dead, and the fourth in a state of insensibility, in which condition he remained about half an hour, when death put an end to his suffering. —*Gloucester Journal*.

#### THE COAL TRADE.

River Wear vend of coals, from the 30th day of June to and with the 31st day of December, 1837. Sworn to by the Staithmen of the several coal-owners undermentioned, before the commissioners of the river Wear, on the 17th day January, 1838. The first column contains the number of chaldrons delivered to glass-houses, lime-kilns, &c., exempt from duty; and the second column those shipped and chargeable with duty:—

	Chald.	Chald.
Trustees of the Marquis of Londonderry, Pensher . . .	1912 . . .	14,046
Ditto ditto, Wearmouth . . .	— . . .	21,530
The Earl of Durham . . .	2840 . . .	71,836
The Hetton Coal Company . . .	2237 . . .	70,108
William Russell, Esq., and Co. . .	1356 . . .	353
Morton John Davison, Esq. . .	104 . . .	11,160
Henry Stobart, Esq., and partners . . .	3942 . . .	17,404
William Bell, Esq., and partners . . .	— . . .	8,279
Messrs. Pemberton and Co. . .	— . . .	9,262
The Haswell Coal Company . . .	— . . .	25,134
The Belmont ditto . . .	— . . .	19,361
The North Hetton ditto . . .	— . . .	705
T. R. G. Braddell, Esq., and Co. . .	— . . .	2,067
The Whitwell Coal Company . . .	— . . .	2,175
North Hetton Company, per Durham and Sunderland Railway . . .	— . . .	585
Total . . .	12,391	274,005

The following table of the export of coals from Bristol during the last four years, shows that in this branch of trade, at least, Bristol is not retrograding; and on comparing the number of places to which shipments of coal were made in 1834 and 1837, it will be seen how many new markets have presented themselves for this article. When also we consider the immense increase in the number of steam-engines in all parts of the world (a very large proportion of which require to be supplied with coal from England), and the great natural advantages of Bristol for furnishing large quantities of coal, being almost surrounded by coal-fields, the conclusion is obvious, that this trade is as yet only in its commencement. To St. John's, N.B., and Marseilles, no coal was shipped in 1834, but in 1837, no less than 4383 tons, a quantity not much short of the total export of the former year, were shipped to those ports:—

	1834.	1835.	1836.	1837.
Jamaica . . .	1386	1198	895	1112
Barbadoes . . .	640	625	590	875
Demerara . . .	548	1386	1168	1208
Trinidad . . .	207	641	406	393
Nevis and St. Kitt's . . .	340	224	162	130
St. Vincent . . .	188	144	182	262
Tobago . . .	15	80	70	123
Grenada . . .	210	236	74	102
Antigua . . .	125	368	90	—
Newfoundland . . .	803	913	679	240
Odesa . . .	327	400	400	560
Mauritius . . .	130	115	200	150
Lisbon . . .	80	10	128	—
New York . . .	330	—	130	50
Charente and Rochelle . . .	100	—	200	—
Brazil . . .	10	—	—	—
St. John, N.B. . . .	—	400	400	2673
Leghorn and Messina . . .	—	150	—	35
St. Ubes . . .	—	100	—	15
Hamburg . . .	—	50	—	—
Marseilles, &c. . .	—	298	785	1710
Malta . . .	—	40	395	—
Boston . . .	—	—	600	650
Nantes . . .	—	—	180	—
Savannah . . .	—	—	200	42
Gibraltar . . .	—	—	125	—
Cape of Good Hope . . .	—	—	105	—
Jersey . . .	—	—	15	93
Calcutta . . .	—	—	—	200
Bombay . . .	—	—	—	550
Alexandria . . .	—	—	—	130
Havannah . . .	—	—	—	60
Ancona . . .	—	—	—	56
Bordeaux . . .	—	—	—	680
Total . . .	5389	7378	8129	12,099

The importation of coal for the year ending the 31st of December, 1837, has reached the enormous quantity of 2,626,997 tons, being an increase of 228,645 tons over the importation of the preceding year. The following statement shows the quantity brought up during each of the last five years:—1833, 7077 ships, 2,010,409 tons; 1834, 7404 ships, 2,078,685 tons; 1835, 7958 ships, 2,298,812 tons; 1836, 8162 ships, 2,398,352 tons; 1837, 8720 ships, 2,626,997 tons.

The committee for breaking up the monopoly of the coal masters have been, and still are, the medium of unspeakable good to the inhabitants generally of Edinburgh. They are receiving orders to the extent, we believe, of about 150 a-day; and these orders they are supplying, not with coal from the neighbourhood, but from the opposite coast of Fife, and from England. This is the way to bring the coal monopolists to their senses; namely, getting the supply from other places, and thus diminishing the demand for the coal of these individuals who had combined. This will reduce their sales, as it is doing to an immense extent, and teach them that combinations of coal proprietors, like other absurd combinations, hurt those chiefly who are guilty of organising them. Had the committee not been in existence, and met with public support, the price of coals at this season would not have been less than a guinea per ton, as has hitherto been usual in such inclement weather. What a blessing this is to the whole community! It cannot, indeed, be too highly appreciated. We believe the committee are enabled to sell the Scotch coal at 13s. 9d., and the English at 18s. 6d.—both the best of their kind.—*Edinburgh Chron.*

Mr. Thompson, of Oxford-street, a ship-owner, gave evidence before the Lord Mayor and Court of Aldermen. He swore that a vessel, called the *Eliza*, of which he was part owner, and of which a Mr. Young was the captain, was engaged in the coal trade; and that having refused to act upon the system of the monopolists, and endeavouring to break through it, his contumacy was communicated to the coal owners of the north, and his vessel was refused coals. An action had been brought in consequence; but rather than suffer it to come into Court, the parties voluntarily paid all the penalties and expenses, through the medium of their "tipper," or coal agent; promising, at the same time, that the *Eliza* should never again be obstructed in obtaining her cargo. This promise they have not kept; and Captain Young, it appears, has been before the Committee of Coal Owners in the north, of whom Mr. Brandling, formerly M.P., is chairman, and they have agreed, upon being threatened with another action, that he shall have coals to deliver, and sell as he pleases, on payment of one shilling per ton more than the rest. Is not this most mischievous and most abominable?

Just before the frost commenced, there were about 700 vessels in the Pool, of which about 500 were laden with coal—of these only forty were allowed to be brought into the market. Next day there were 586, of which only fifty were allowed to be unladen.

NATIONAL DEBT.—The amount of the national debt at different periods, was as follows:—1689, 664,263*l.*; 1702, 16,394,702*l.*; 1714, 54,145,363*l.*; 1763, 138,865,430*l.*; 1775, 128,583,635*l.*; 1784, 240,851,268*l.*; 1793, 239,350,148*l.*; 1802, 520,839,277*l.*; 1812, 684,743,407*l.*; 1817, 840,850,491*l.* The annual charge, at the last period, was 32,038,191*l.* The reduction of the principal since 1817, has been effected, partly by the direct application of surplus revenues, and partly by conversion of perpetual into terminable annuities. The reduction of annual charge has been made, partly by the payments towards the principal; but chiefly, by the conversion of stock from a higher to a lower rate of interest, by which a saving has accrued to the public of about two millions and a half. According to a return to parliament in 1833, the number of holders of dividend warrants was 280,000; of whom, 87,176 were holders of sums not producing above 5*l.* of half-yearly dividend. The highest price of 3 per cent. stock was in 1737, when it reached 107; the lowest in September, 1797, when, owing to a mutiny in the fleet, and the failure of an attempt to negotiate with the French Republic, it fell to 47*l.*—*Oliver and Boyd's New Edinburgh Almanac* for 1838.

#### THE WEATHER.

[FROM MURPHY'S ALMANAC.]

Days of the Week.	State of the Weather.
Sunday, Feb. 11 . . . . .	Changeable.
Monday " 12 . . . . .	Rain. Wind.
Tuesday " 13 . . . . .	Fair.
Wednesday " 14 . . . . .	Rain. Wind.
Thursday " 15 . . . . .	Changeable.
Friday " 16 . . . . .	Rain.
Saturday " 17 . . . . .	Fair. Frost.

NORTH MIDLAND RAILWAY.—The directors have made another of 10*l.*, making in the whole 35*l.* per share. The works on a great part of the line are actively proceeding; upwards of sixty miles of road, the whole distance of seventy-two miles, is now in course of being completed.

ACCIDENT ON THE BOLTON AND LEIGH RAILWAY.—A serious accident occurred on this railway, on the Kenyon branch, a short distance from Leigh. A train of goods left the station at Leigh, but before made much way, the engineer observed some defect in the engine, suddenly ran off the rails, and the entire train, in the next moment, overthrown. The fireman was scalded to death; and another of the men was so dreadfully injured, that his life is despaired of. A third was wounded seriously in his hand, which has since been amputated. —*Manchester Times*.

BANK OF LIVERPOOL.—The proprietors have voted handsome salaries of plate to Mr. Langton, the manager, and Mr. Adam Hodgson, Mr. Alderman Smith, the managing directors of that flourishing establishment, for the talent and judgment, which they have exhibited in management of its affairs.

UNITED STATES.—The sudden development of commercial power in the United States is the greatest marvel in the progress of modern civilization. Discovered only 330 years ago, this immense territory, maintained for years a haunt of savages and a den of beasts—a few wandering and half-starved hordes possessed the land that now supports 10,000,000 of civilised beings. In 1778, the capital of this country might be roundly stated at between 2,000,000*l.* and 3,000,000*l.* But original and authentic documents show that in the short period of half a century, this sum has, by the industry, activity, and intelligence of the inhabitants, been increased to no less an amount than 136,366,000*l.* sterling.

JOINT-STOCK COMPANIES IN FRANCE.—Joint-Stock Companies multiplied to such an extent in Paris, that it has been thought expedient to set up a newspaper especially devoted to that single topic. It is entitled *L'Actionnaire* (The Shareholder), and has distinguished itself by attacking a number of schemes of the rotten description so common in France and elsewhere. If it be impartially conducted, it will of course be good, but "we have our doubts." It is almost needless to add, that the *Actionnaire* is itself the property of a company of "Actionnaires." Newspapers and theatres are very favourite subjects for joint-stock companies in France, although there, as here, the principal objects of speculation are railroads, canals, gas factories, coal mines, water works, and so forth.

THE TIN DUTY.—The following is an extract from a letter addressed to the Editor of the *West Briton*, by Sir Hussey Vivian, Bart., M.P. "Before Parliament met, in consequence of representations I received waited on Lord Melbourne, respecting the tin dues and other matters relating to the Duchy, and was by his Lordship desired to speak to the Chancellor of the Exchequer, and with whom I had a long interview the subject. Subsequently, on two occasions, first in company with C. Lemon and Mr. Pendarves, and again with these gentlemen, Mr. Elliot and Mr. John Taylor, I waited on Mr. Spring Rice, and we presented to him the claims of the tinners and smelters to be relieved from the tin duty—a duty not more inconvenient from its amount than from its character. At the last interview I also particularly noticed to the Right Hon. Gentleman the hardships to which the lessees of the Duchy were exposed, especially in regard to the bequest of Duchy property, and the commutation of tithes, in neither of which cases have they the power of other copyholders. I had previously also, in the presence of the gentlemen I have named, mentioned the same subject to the Attorney-General of the Duchy, Charles Lemon, speaking for the tinners and smelters, at the same time pressed in the strongest manner their claim to be relieved from the tin duties, and very ably advocated this relief being granted without the necessity of being accompanied by the admission of foreign tin under such a protective duty as would furnish an equivalent to the Duchy for the loss that would be occasioned by taking off the present dues, pointing out the already pressed state of the tin trade, owing to the low price at which foreign tin can be produced. We left the Chancellor of the Exchequer, and the President of the Board of Trade, who was also present, under the assurance that the question would remain open for further discussion, and that it would not be prejudiced by the settlement of the Civil List."

POMPEII.—In some excavations recently made at Pompeii, four chambers and a kitchen were opened in the Cava dell' Ancora, where twenty bronze vases and different utensils in iron were found. Among other remarkable objects were some large amphorae for wine, which were discovered in a lower room, and many of which, of a form hitherto completely unknown, are covered with Greek and Latin inscriptions, in letters on a red ground.

ACCIDENT AT STAVELEY FORGE.—A moulder, named Thomas Rolson, was dreadfully scalded at Staveley forge, by some spare metal which he was pouring off. In consequence of the liquid metal coming in contact with some cold iron, it was forced upon his arms and body, which was injured in a shocking manner. He now lies in great suffering, and in a very precarious state.

LECTURES ON THE STEAM-ENGINE.—Dr. Lardner is now engaged in delivering a course of lectures on the steam-engine, at the London Institution. The first lecture was devoted to a consideration of the effects produced upon matter in its various forms by the infusion or abstraction of heat. Many curious circumstances were noticed; among others, doctor mentioned that if a thermometer be applied to any fusible body, a lump of ice or a mass of lead, for instance, and then if heat be applied, such mass, the thermometer will begin to rise, and continue to do so until the process of fusion commences, when the mercury will become stationary, and remain so for a considerable time, viz., until the process of fusion is completed, notwithstanding that heat has been regularly supplied; and that it has gone into the mass there can be no doubt, because by pressure means it can be got out again. The supply of heat being continued, the thermometer now again begins to indicate the accession of heat, and continues to do so until the liquid (being in an open vessel) begins to boil. The rising of the mercury then stops again, and the thermometer continues at a stand, until the liquid is entirely boiled away. Dr. Lardner mentioned that in this latter process of evaporation, a considerable mechanical power is evolved. He said that the complete evaporation of a cubic inch of water at the ordinary boiling point of 212 degrees, if effected in a long vertical tube, the area of whose base is a square inch, will be the incumbent atmosphere, whose pressure is fifteen pounds, or other solid piston weighing fifteen pounds, to the height of 140 feet, which is equivalent to lifting a ton weight one foot high. He might have gone on to say that as a pint of water is about thirty-four and a half cubic inches, whenever our cook boils away a pint of water, she produces a mechanical power, which, if it could be collected, would raise a ton weight more than thirty-four feet high; that is about the height of an ordinary three-story house. The doctor fell into an error in this part of the subject, which seems not a little singular in the case of so able a man. He stated that having by the evaporation of a cubic inch of water raised a weight fifteen pounds to the height of 140 feet, a similar and equal effort would be obtained by the condensation of the vapour, and that thereby the effect would be doubled. His error lay in his having omitted to state that if substituted a solid piston of fifteen pounds weight for the atmospheric pressure, it would be necessary to expel the air from the tube to the height to which the piston was about to ascend; and that this expulsion of the air would require the expenditure of exactly as much power as one of the two efforts in question would generate, by which the available power would be reduced to one effort only.

LITERATURE AND ART.—According to the supplement to the *Monthly Literary Advertiser* for 1837, which contains alphabetical lists of the new books and engravings published in London during the year, there appears an increase of new publications, the number of books amounting to 1380 (1800 volumes), exclusive of new editions, pamphlets or periodicals, being 130 more than in 1836. The number of engravings is ninety-eight (including thirty-eight portraits), ten only of which are engraved in the line manner, seventy-one in mezzotint, and seventeen in chalk, lithography, &c.







PRICES OF STOCKS.

[illegible]

### FOREIGN STOCKS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	106	....	105½	62	....	....	....
Bulgarian, 5 per Cent.	101½	....	....	....	....	....	....
Chilian .....	75 4	75	74¾	74¼	75½	79½	79½
Ditto, 1829 .....	....	....	....	....	....	....	....
Puenos Ayres, 6 per Cent.	....	....	....	....	....	....	....
Rio, 6 per Cent.	....	....	....	....	....	....	....
ilian, 6 per Cent.	....	....	....	....	23½	....	....
Colombian, 6 per Cent.	23	....	....	22½	....	....	....
Ditto, 1824, ditto .....	....	....	....	24½ 3⁄8	25½ 6⁄8	26½	26½
nish, 3 per Cent.	....	....	70½	....	....	....	....
reek, 5 per Cent.	....	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	24	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....	....
Ditto, deferred do .....	....	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	27½ 4	27½	27½	27½	27½	27½ 2	27½ 2
Ditto, def. do. 6 per Cent.	....	22½ 4	22½	22½	....	....	....
Napoleonic, 5 per Cent, 1824 .....	....	....	....	....	....	....	....
Russian, 6 per Cent.	....	....	19	....	19½ 2	....	....
Portuguese, 5 per Cent.	64½	....	63½	63½	....	....	....
Ditto, New 5 per Cent.	27½	27½	27½	27½	27½	27½	27½
Ditto, 3 per Cent.	18½	18	18 17½	17½ 18	18	....	....
Russian, 4 per Cent.	....	....	....	....	....	....	....
Russian, 1825, 5 per Cent.	....	112 11½	111½	....	112½ ½	....	....
nish, 5 per Cent. Consols	19	19	19 18½	18½ 2	18½ 2	18½ 2	18½ 2
Ditto, Compou . Nov.	....	22	22	....	....	....	....
Ditto, passive .....	....	7½	4½	4½	4½ 4	4½	4½
Ditto, deferred .....	....	7 6½	....	....	....	6½	....
itch, 24 per Cent.	52½ 3	53½ 3	52½	53 2½	52½ 3	53½	53½
Ditto, 5 per Cent.	102½ 2	102½ 2	102½	102½	102½	102½	102½

**FRENCH FUNDS.**

	PARIS.					LONDON.	
	Feb. 1	Feb. 3	Feb. 6	Feb. 7	Feb. 9	Feb. 5	Feb. 9
per Cent. Ann. . .	109.95c.	109.85c.	109.80c.	109.45c.	....	110f.	109.50c.
ix. on Lond. 1 m. ditto 3 m. . .	257.45c.	257.45c.	257.45c.	257.45c.	....	25f. 50c.	257.80c.
per Cent. Ann. . .	25f. 30c.	25f. 30c.	25f. 30c.	25f. 30c.	....	....	....
Exchange . . .	....	....	105f. 6c.	105f. 50c.	....	....	....
per Cent. Ann. . .	....	102f.	102f. 20c.	102f. 20c.	....	....	....
Exchange . . .	....	....	....	....	....	....	....
per Cent. Ann. . .	79f. 75c.	79f. 75c.	79f. 80c.	79f. 95c.	....	79f. 50c.	....
Exchange . . .	....	....	....	....	....	25f. 85c.	....
Bank Shares . .	2620f.	2727f.	2640f.	2660f.	....	....	....

## IRISH FUNDS.

Feb. 8, 1888.			
Bank Stock			2093
Government Debentures	34 per ct.	512	
City Stock	34 per ct.	985	
City New.	34 per ct.	994	
City Debt, reduced	4 per ct.		
City Debts.	4 per ct.	124	
City Debentures	4 per ct.	612	
Exchange Bills.	24d per diem	218	
Royal Canal Stock.			383
Patriotic Insurance.		10 0	0 44
Provin. Bank of Ireland.	25 0	0	
Hibernian Bank.	25 0	0	23
Grand Canal Stock.			272
Canal Co. of Ireland.	63 0	0	
City of Dublin Steam Co.	100 0	0	1063
Kingstown Railway	60 0	0	

## AMERICAN FUNDS

	Refundable.	Unrefunded.	Refundable.	Unrefunded.
New York 5 1845 .....	91	103 5	Louisiana 5 1844 7, 50, 2	95 1/2
..... 1846, 7 .....			Mississippi 6 1851, 6, 71	180
..... 1847, 8 .....	92		INCORPORATED BANKS.	
Pennsylvania 1839, 40, 41 .....			Per Cent.	
..... 1846 .....			United States .... 8 1836 ..	25 1/2 26 120 2
..... 1853, 4 .....			Louisiana State. 16 1870 ..	24
..... 1856 .....			Bank of Louisiana's 1870 ..	
..... 1858 .....	91 1/2		N. Orleans, Central & B. Co.	17 85
..... 1860, 62 .....	91		City Bank ....	
..... 1865 .....			New York Life and Trust 5	
..... 1870 .....			Tennessee Planters 9 .....	23 97 100
..... 1880 .....			Mississippi .....	23 97 100
..... 1885 .....	112 14			

### COURSE OF EXCHANGE.

FRIDAY, Feb. 9, 1838.									
	Prices per ton		Prices negotiated on Charge			Prices per ton		Prices negotiated on Charge	
Amsterdam .....	12	54	12	4	12	44	Seville .....	34	—
London to Sight .....	12	34	12	24	—	—	Gibraltar <i>p. h. d.</i>	48	—
Amsterdam .....	12	6	12	4	12	44	Leghorn .....	32	31½
Amberwerp .....	12	54	12	44	—	—	Genoa .....	26	15
Amberburgh <i>Mex. B.</i>	13	134	13	124	13	124	Milan .....	36	—
Amsterdam .....	12	34	—	—	—	—	Amsterdam <i>p. h. d.</i>	48	—
Amsterdam .....	25	70	25	65	25	65	Naples .....	38½	39½
Amsterdam .....	25	95	25	80	25	85	Palerino .....	117½	118
Amsterdam .....	26	0	25	90	25	92½	Lisbon .....	53	53½
Amsterdam .....	153½	152½	—	—	—	—	Oporto .....	53½	54
Amsterdam .....	10	—	—	—	—	—	Rio Janeiro .....	28	—
Amsterdam .....	7	3	—	—	—	—	Bahia .....	25	—
Amsterdam .....	10	12	10	9	10	10½	Buenos Ayres .....	—	—
Amsterdam .....	10	14	10	11	10	13	Dublin .....	14	—
Amsterdam .....	35½	352	—	—	—	—	Cork .....	1½	—
Amsterdam .....	35	35½	35½	—	—	—	Madrid .....	—	10
Amsterdam .....	34	—	—	—	—	—	Calcutta .....	—	—

### PRICES OF METALS.

	ton	£	s.	d.		ton	£	s.	d.
Wool, Brit.—Cakes.....	ton	24	0	0	Iron, Brit.—Fig. No. 1.....	ton	2	8	0
Tile.....	do	92	0	0	Bar Iron.....	ton	2	10	0
Sheets.....	lb.	0	11	0	Do. Cast 9 15 0 to 0 0 0	0	0	0	0
Bottoms.....	do	0	1	0	Do. Cast in Wales 9 0 0	0	0	0	0
Foreign—S. Am. (dy. 37s. cwt.)	bd., ton				Bolts.....	ton	10	0	0
Brit.—Blocks.....	cwt	4	7	0	Nail Rods.....	ton	10	0	0
Bars.....	do	4	9	0	Hoops.....	ton	11	10	0
S. Am. common.....	do	15	0	0	Sheets, single.....	ton	12	10	0
Best, per (i.e. 1 19 0..)	2	1	0		(Others in proportion.)				
Box.....	(i.e. x 2 5 0..)	2	7	0	Foreign—Sweden, cast	bd. ton	12	10	0
Others above Mks. 3s. less, all others 6s. less.					for Steel, (var. Duty 50s. mks.)	ton	16	0	0
(Others in proportion.)					Russian common.....	ton	13	0	0
Foreign—Bancs, bd. cwt.	4	0	0		P.S.N.D. ton	13	10	0	
Steel 50s. cwt.	3	17	0		C.S.N.D. ton	19	10	0	
Per cwt. Bars.....	bd. cwt.	3	16	0	STEEL, Brit.—Blistered, various quality.....	ton	45	0	0
Brit.—Pig.....	ton	21	0	0	Shear do. do. 45 0 0..	84	0	0	
Sheet.....	ton	22	0	0	Cast do. do. 45 0 0..	84	0	0	
Shot.....	ton	26	0	0	Foreign—Sweden, kgs	bd ton	16	0	0
Red.....	ton	24	0	0	Duty 20 Do. Faggots	bd. ton	17	0	0
White (dry).....	ton	30	0	0	per cent. Milan.....	bd. ton			
Do. (gd. in oil).....	ton	32	0	0	SPELTER, For.—Cakes (dy. 21 p. Litharge.....	ton	15	5	0
Foreign—Spain.....	dy. 40s. per ton.....	bd.	14	0	English Sheets.....	25	0	0	
					QUICKSILVER—(dy. 1d. per lb.)				
					bd.....	ton	0	2	6

## METEOROLOGICAL JOURNAL. 1838.

Thermometer.		Barometer.		Wind.		Direction.	
Time.	Temperature.	Barometer.	Barometer.	Direction.	Force.	Direction.	Force.
1. from 28 to 33	29.36	to 30.07	Monday 5	19	25	30.19	30.12
2. " 25.5	35	19	30.25	Tuesday 6	21	33	29.91
3. " 20.35	29.37	Stat.	Wednes. 7	27	42	29.53	29.26
4. " 19.31	33.26	39.23					

and N.E. and S.E. Except the 3d and 4th, and morning of the 5th, and fol-  
 lowing day, generally cloudy; rain on the 1st, a little snow on the 3d and 5th; a  
 heavy fall of hail on the evening of the 6th, and rain on the 7th.

in 1968, 2/3 of an 11

HIGH WATER AT LONDON BRIDGE, from Feb. 10 to 16.							
	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
	2 46	3 19	3 49	4 17	4 47	5 14	5 42
	3 3	3 34	4 3	4 32	5 1	5 28	6 0

### PRICES OF SHARES.

BRITISH MINES.						
No. of Shares.	NAME OF COMPANY.	Amount of Share Capital.	Amount of Shares Issued.	Current Price.	Lowest Price.	Present Price.
8,000	Albion Copper .....	5	34	—	—	—
1,500	Argenta Iron & Coal Co. ....	50	53	12	12	12
4,000	Bisceo Bridge .....	5	5	12	12	12
5,000	Blaenau .....	50	35	34	34	34
5,000	Boringdon Park .....	20	14	—	—	—
8,000	British Tin .....	24	2	—	—	—
20,000	British Iron .....	50	50	35	35	35
6,000	British Copper .....	5	5	1	1	1
100	Copper Bottom .....	—	41	90	80	85
6,000	Cornwall Great United .....	12	7	24	24	24
300	Cornwall United .....	10	19	18	18	19
10,000	Durham County Coal Co. ....	50	25	—	—	—
4,000	East Cornwall Silver .....	5	23	—	—	—
2,000	East Cornwall Tin .....	6	6	5	5	5
5,000	East Wheel Brothers .....	20	—	—	—	—
2,500	East Wheel Strawberry .....	10	54	3	23	3
200	East Wheel Kitty .....	—	54	6	54	5
—	East Mulberry Hills .....	—	2	34	34	34
4,000	English .....	25	124	16	15	14
10,000	Hibernian .....	50	103	12	13	14
6,000	Hayle Consols .....	100	3	16	15	15
1,000	Hornblush .....	5	2	8	15	15
12,000	Kellewells .....	5	2	8	15	15
5,000	Dartmoor Consols .....	5	3	3	24	23
20,000	Mining Co. of Ireland .....	25	74	—	—	—
4,000	New South Hoe .....	5	14	8	8	8
1,000	North Consolidated .....	16	16	8	8	8
8,000	North Cornwall .....	5	2	8	8	8
6,000	Perran Consols .....	5	5	24	24	24
3,000	Polboreu Consols .....	10	14	34	34	34
6,000	Polboreu .....	5	3	34	34	34
5,000	Redmoor Consolidated .....	5	33	5	5	5
10,000	Rhymney Iron .....	50	30	26	25	26
10,000	Redruth United .....	10	34	—	—	—
10,000	Roche Rock .....	3	14	—	—	—
16,000	Royal Irish .....	—	—	—	—	—
5,000	South Wheel Leisure .....	5	2	8	8	8
8,000	St. Hilary .....	24	14	10	10	10
8,000	South Towan .....	5	4	14	14	14
6,000	Trevelian .....	5	34	2	14	2
4,000	Treleigh Consols .....	5	3	34	34	34
6,000	Tamar Consols .....	5	3	34	34	34
6,000	Tin Croft .....	10	64	65	62	74
4,000	United Hills .....	5	5	124	124	124
2,000	Wendron .....	8	8	5	42	45
3,300	West Cork .....	50	50	—	—	—
5,000	Wheal Brothers .....	20	20	8	54	5
5,000	Wh. Harn. & Montague .....	5	14	8	2	2
2,000	Wheal Wren .....	5	5	9	84	49
—	West Wheel Jewel .....	5	44	24	2	24
6,000	Wheal Gilbert .....	2	2	14	14	14
800	Wherry Mine .....	9	8	4	4	4
400	Wheal Morgan .....	20	20	20	20	20

## FOREIGN MINES.

4,000	Alten Mining Company	15	124	11	11 1/2
0,000	Anglo Mexican Co.	100	100	8	3 3/4
3,374	D. Subscription	25	25	34	34 3/4
2,000	Bolanos	150	150	70	60 60 70
0,000	Brazilian Imperial	35	20	19	19 19
0,000	Bolivar	20	20	3	3 3/4
0,000	Ditto Scrip.	10	10	4	4 1/4
0,000	Cata Blanco & Brazilian	16	64	74	74 1/2
0,000	Concepcion Co.	10	2	2 1/2	2 1/2 1/2
0,000	Candonga Mining Co.	20	74	74	74 1/2
2,000	Cobre Copper Company	40	40	—	—
5,500	Colombian Co. regis.	55	55	—	—
1,500	Ditto, New.	11	11	—	—
0,000	Copiapo Mining Co.	20	124	11	11 1/2
0,000	General Mining Association.	60	15	9	9 9
2,551	Mexican Company.	20	20	24	24 1/2
0,000	Mitah and Cocas	25	23	10	5
0,000	Minas Geras	20	1	6	6 1/2
0,000	New Granada	10	4	—	—
0,020	Pencoles	12	12	—	—
0,060	Ditto Subscription	5	14	—	—
1,582	Real del Monte, regis.	544	634	1	1 1/2
	D. Unregistered	544	—	16	15 1/2
	Ditto Loan Notes	150	150	180	175
0,500	Rio de Anori.	—	34	—	—
0,000	St. John del Rey	20	9	4	4 1/4
0,000	Union Mexican	40	40	24	24 1/2
	Red New Scrip	5	5	23	23
	Black Scrip.	—	5	3	2 3/4
0,000	Union Gold	—	94	34	34 3/4
0,000	Zacatecas Mining Co.	4	4	—	—

## RAILWAYS

RAILWAYS.		20		3		16	
500	Aylesbury	20	3	16	3	16	3
500	Birmingham and Derby	20	17	16	3	16	3
500	Birm. & Gloucester	12	9	8	9		
500	Birm. Brist. & Th. Junc.	20	3				
500	Bolton and Leigh	100	100				
500	Ditto 1 Shares	25	25				
500	Bristol and Exeter	100	10	6	45	5	
500	Calcutta and Saugor	50	2	4	4		
500	Cant. & Whitestl.	50	50				
500	Cheitlenham	100	100	12	12	12	12
500	Cheltenham & Gt. Western	100	74	3	24	3	
500	Chert. Oxford and Tring	100					
500	Clarence	100	30	28	28		
500	Commercial Blackpool	50	2				
500	Crem. and Peak For.	100					
500	Dublin and Kingstons	60					
500	Dublin and Kilkenny	100	24	12	12		
500	Durham Junction	100	70				
500	Durham S. W. Junction	20	3				
500	Eastern Counties	25	3	12	12	12	12
500	Edinb. Leith & Newha.	20	4				
500	Edinburgh & Glasgow	3	4	3	3	3	3
500	Forest of Dean	50	50	40	4	40	
500	Glasgow & Falkirk Jun.	50	3				
500	Grand Junction	100	90	220	220	220	220
500	Great North of England	100	10	54	5	4	

FD.....	100	6
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9 Hartpool .....	50	100	—	—	—
0 Hull and Selby .....	50	100	3	5	—
0 Ken. and York Junction .....	50	100	—	—	—
0 Kent Railway .....	50	2	—	—	—
0 Leeds and Selby .....	50	20	60	5	50
0 Leicester and Swaling .....	50	50	—	—	—
0 Liverpool and Manchester .....	100	90	200	2	100
0 Do. 4 Shares .....	25	25	504	504	04
5 New Do. .....	25	25	—	—	—
0 London and Blackwall .....	50	2	41	14	—
0 Ditto, Scriv. .....	50	2	25	25	—
0 London and Greenwich .....	20	20	173	174	—
0 Ditto Bonds .....	—	—	96	95	5
0 London and Birmingh. .....	100	90	65	63	64
0 Do. 4 Shares .....	—	—	628	28	284
0 Do. Bonds .....	—	—	21	21	21
0 London & Croydon Tr. .....	20	20	23	224	24
0 Do. Bonds .....	14	14	—	—	—
0 London & Southampton .....	50	50	33	34	—
0 London & South, New .....	—	—	214	20	214
0 Lond. & Brighton .....	50	5	9	74	74
0 Ditto, New .....	—	—	31	3	31
0 London Grand Junction .....	50	5	5	5	5
0 Llanelli .....	100	35	—	—	—
0 Manchester and Chester .....	—	24	—	—	—
0 Manchester and Leeds .....	100	33	29	—	—
0 Manchester South Union .....	100	5	34	34	—
0 Manchester & Oldham .....	100	3	—	—	—
0 Manchester & Birming. .....	50	2	74	89	89
0 Midland Counties .....	50	20	16	16	16

### PRICES OF SHARES.

No. of Shares.	NAME OF SUBST.	Amount of Shares Applied for.	Highest Price.	Lowest Price.	Present Price.
10,000	Anglo Mexican Mint	10	10	10	10
10,000	Anti Dry Rot	..	174	114	114
10,000	Australian Agricultur.	100	273	344	344
1,080	Auction Mart.	50	50	..	..
8,600	Brit. Rock & Patent Salt	50	35	12	12
..	British Annuity	50	50	..	..
..	British Alkali	..	25	30	40 80
6,000	British American Land Co.	28	14	14	14
20,000	Brit. Agric. Loan Co.	105	28	..	..
10,000	Canada Company	100	26	51	31 31
200,000	Upper Canada Bonds	..	95	95	95
..	Carrion Iron Company	250	..	..	..
..	City Bonds, 4 per cent	..	..	..	..
..	Central America Land	30	20	10	10
75	Covent Garden Th. Rat	30	..	..	..
5,000	Danish Fishery	25	25	..	..
300	Dry Land Loe	500	..	..	..
2,122	D. Proprietors	100	..	..	..
10,000	Edinbur. & Leith Glas	..	16	..	..
2,500	Essex Marine Salt	20	6	..	..
1,000	Equitable Discount Co.	100	25	..	..
15,000	General Steam Navig.	15	13	234	234
2,100	Hungerford Mact.	..	..	..	..
10,000	W. Land	50	..	..	..
2,000	Lon. Cm. Sal. Mres.	75	1	..	..
8,000	Land. Rever. Inter. So.	50	5	6	6
1,800	London Corn Exchan.	..	25	25	25
10,000	Mexican South Amer.	10	5	64	64
..	New Corn Ex.	..	374	214	214
..	New Brunswick (Land)	..	50	11	11
10,000	New Corn Ex.	..	..	..	..
12,000	Patent Pig. Seal	10	3	..	..
10,000	Ro Doce	25	3	..	..
2,754	Rever. Interest Society	100	100	127	127
2,638	Ditto New	100	70	86	86
220	S. Devon Shipping Co.	50	50	..	..
2,000	Shotts Iron Foundry	..	38	..	..
12,000	South Australian	..	23	24	24
10,000	Safety Glass	..	34	34	34
4,000	Thames Tunnel	50	50	6	6
10,000	Van Dieman's Land	100	103	10	10

## CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares Issued.	Amount Paid.	Price.	Dividend per Share.	Next Payment Proposed.
1,760	Ashton and Oldham ..	98	98	135	7	Mar.
1,482	Ashby-de-la-Zouch ..	113	113	65	4	Oct.
122	Barnsley ..	100	160	245	13	Jan.
1,260	Basingstoke ..	100	100	..	..	..
1,008	Breconstock & Abervag. ..	73	73	220	94	June
5,000	Birmingham, 1. 10th Share ..	100	100	..	..	..
4,000	D. & Liverpool Joint ..	125	100	26	..	..
477	Bolton and Bury ..	250	250	..	6	Jan.
600	Bridgewater & Taunton ..	100	100	..	..	..
400	Cheimer & Blackwater ..	100	100	102	4	Jan.
16,000	Carlisle ..	..	214	..	..	..
500	Coventry ..	100	100	700	45	Nov.
400	Chesterfield ..	..	..	340	17	Jan.
499	Cromford ..	314	314	..	..	..
1,546	Croft ..	..	..	..	5	Oct.
11,810	D. Bonds ..	..	..	..	..	..
20,000	Danube and Mayne ..	411	34	..	..	..
2,000	Dudley ..	100	100	83	4	Sept.
600	Derby ..	100	100	133	7	Jan.
3,575	Ellesmere & Chester ..	133	133	77	8	Sept.
231	Erewash ..	100	100	70	46	Oct.
297	Forth and Clyde ..	400	400	585	25	Jan.
2,000	G. Junction ..	100	100	20	12	Jan.
2,840	Grand Union ..	100	100	25	1	Oct.
1,500	Grand Surrey ..	100	100	..	..	Sept.
23,000	D. (optional) Loan ..	100	100	70	4	Dec.
3,096	Grand Western ..	100	100	..	..	..
600	Glamorganshire ..	1721	1721	..	131	Sept.
1,960	Gloucester & Berkley ..	100	100	..	..	..
269	D. (optional) Notes ..	60	60	..	..	..
749	Graitham ..	150	150	202	3	May.
6,228	Huddersfield ..	573	573	37	2	Sept.
100	Kensington ..	100	100	19	..	..
25,328	Kennet and Avon ..	40	40	243	14	Sept.
11,690	Lancaster ..	473	473	241	13	Mar.
2,807	Leeds and Liverpool ..	100	100	600	24	Nov.
182	Leeds & Liverpool. New ..	80	..	..	16	May
545	Leicester ..	100	140	225	13	Dec.
1,897	Leicester & Northam. ..	834	834	91	48	Jan.
530	Lisk. & Co. (see U. n.) ..	..	..	..	..	..
70	Loughborough ..	422	422	2000	115	Jan.
..	Manches., Bol. & Bur. ..	48	..	..	..	..
2,409	Monmouthshire ..	100	100	200	10	Dec.
200	Montgomeryshire ..	100	100	100	44	Aug.
250	Milton Mowbray ..	100	100	200	20	Oct.
500	Mersey and Irwell ..	100	100	565	25	July
8,000	Macclesfield ..	100	100	52	14	..
247	Neath ..	100	100	325	17	July

Lord .....	160	160	500	50	50
Akham .....	130	130	88	2	D

4,000	Peak Forest	78	78	104	5 Dec.
2,250	Portsmouth & Arundel	50	50	--	Nov.
1,418	Regent's (or London)	334	334	138	May
6,069	Rochdale	83	83	162	8 Dec.
1,000	Rochdale	124	124	114	8 Dec.
800	Somerscot Coal	150	150	1514	94 Dec.
1,000	Do. Lock Funck Stock	124	124	114	44 Dec.
700	Stafford & Worcester	140	140	--	40 Jan.
500	Shrewsbury	125	125	280	9 Nov.
300	Stourbridge	145	145	330	9 Jan.
647	Stratford-on-Avon	794	794	50	2 Aug.
200	Stroudwater	150	150	--	24 Nov.
1,000	Swansea	100	100	250	12 Nov.
762	Sewern & Wyke Naptun	35	35	--	18 Sept.
300	Thames & Severn bks.	100	100	27	13 June
150	Do. Do. red.	100	100	--	13 June
6004	Trent & Mersey 1 Sh.	50	50	550	321 June
300	Yaxtstock (mineral)	100	100	--	2 Mar.
148	Thames and Medway	194	194	2	--
244	Do. New	100	100	--	15 Mar.
1,000	Warwick & Bir.	100	100	290	1 Nov.
980	Warwick & Naptun	100	100	290	1 Nov.
900	Worcester & Birming.	78	78	794	4 Feb.
900	Wilts and Berks	674	674	22	13 May
800	Wryley and Easington	125	125	75	3 Jan.
25	Wisbeach	105	105	45	--
1965	Wey and Arun	110	110	224	1 May.

## ASSURANCE COMPANIES

000	Albion	500	50	89	34	Dec.	
000	Alliance Brit. & For.	100	104	13	5	Oct.	
000	Do. Marine	100	5	64	6	Jan.	4
000	Atlas	50	5	14	8	Jan.	
000	Birmingham Fire.	250	55	107	5	May	4
000	British Fire	250	50	40	6	Sept.	4
000	Brit. & Merc.	50	5	6	6	Dec.	5
000	Cler. Med. & Gen. Life	100	24	4	5	Aug.	2
000	Country	100	10	42	24	Dec.	2
000	Eagle	50	5	5	3	Nov.	
200	Economic Life	1000	250	375	5	Jan.	1
000	Edinburgh Life	100	10	..	6	Jan.	
271	European Life	20	20	22	14	Jan.	
000	Edw. & Neill	100	2	2	13	Jan.	
000	Globe	100	100	151	7	Dec.	1
000	Guardian	100	274	33	5	July	
500	Hercules	10	10	52	..	Dec.	
000	Hope	50	5	6	64	Sept.	1
000	Imperial Fire.	500	50	1204	54	Dec.	
000	Imperial Life	100	10	1	1	June	5
000	Industrial	100	53	19	5	Sept.	
000	Insurance Co. of Scot.	..	10	..	..	..	
220	Kent Fire	50	50	..	34	Feb.	
000	Do. Life	..	..	79	3	..	
000	Law Life	100	10	25	16	April	
000	Liverp. Marine Assur.	..	23	151	..	..	1
000	London, Fire.	25	25	154	4	Sept.	2
000	London & Lanc.	25	23	154	6	Sept.	
000	North British	..	10	..	..	..	11
000	National Life	100	5	..	8	July	
000	Palladium Life	50	2	24	5	Jan.	
000	Protector Life	..	1	3	4	..	
000	Provident Life	100	10	194	1	June	4
000	Rock Life	20	2	62	58	Oct.	1
230	Royal Exchange	..	..	2204	5	Dec.	7
000	Scottish Union	..	1	4	..	..	
000	Standard of England	50	4	4	5	May	
000	Sun	..	..	..	..	Dec.	
000	Universal Life	100	5	7	5	July	
000	Union	..	20	..	..	..	
000	Universal Life	100	5	31	5	May	
000	United Kingdom Life	..	..	..	4	July	
000	Westminster Life	1000	1000	..	..	..	
000	West of Scotland	..	10	..	..	..	

### PRICES OF SHARES.

JOINT STOCK BANKS.					
No of Shares.	NAMES OF COMPANIES.	Amount of Shares.	Amount paid up.	Price.	Dividend per cent.
25,000	Agric. & Com. of Irel.	25	10		
5,000	Australasia	40	40	52½	8
1,500,000	Bank of Scotland		834	204	8
10,000	Bank of Birmingham	50	10		10
10,000	Birmingham Bank.	50	5	16½	10
500,000	Birmingham & Am.	100	100		10
3,000,000	British & Am.	100	100	18½	10
	Colonial	100	25	26½	24
3,000	Equitable Loan Co.		9	10	
10,000	Foreign Banking Co.		3	9	
2,000,000	Glasgow Union	50	50	65	
10,000	Gloucestershire	50	10		16
5,000	Hampshire	50	5		10
10,000	Hibernian	100	25	5	
3,000	Devon & Cor. Bg. Co.		20	36	
30,000	London & Westmins.	100	21½	21	5
3,000	LANCASTER		20		4
25,000	Liverpool	100	10	23	6
60,000	London Joint Stock Co.		74	7	
50,000	Manch. & Liver. Dis.	100	15	194	6
20,000	Manchester	100	25		10
25,000	Monm. & Glam.	20	27	13½	12
60,000	North & South Wales	10	10	94	6
5,000,000	National Scotland.		10	13	
20,000	Natl. Bank of Ireland	50	16	16	5
10,000	Nat. Provincial. Eng.	100	35	34½	5
80,000	Nor. & Cnt. B. of Eng.	10	10		5
50,000	North Wales	100	25		10
20,000	Prov. Bk. of Ireland	100	25	39	8
4,000	Ditto New	10	10	164	8
2,000,000	Royal of Scotland.		100		
7,000	South African		6	5	
20,000	S. of Ireland, Cork.	25	5	5	
4,000,000	Western of Scotland		30		
50,000	W. of Eng. & S.W. Dis	20	10	12	
50,000	W. of Eng. & S.W. Dis	20	10	12	

**GAS LIGHT AND COKE COMPANY**

GAS LIGHT AND COKE COMPANIES.			
10,000 Alliance	10	5	..
2,500 Bath	20	16	..
5,000 Bedford	25	25	214
5,000 Birmingham	50	..	10
5,000 Do. Provincial	20	19	224
925 Birmingham	50	50	98
2,400 Birm. & Staffordshire	50	50	76
600 Brentford	50	..	30
4,250 Bristol	20	20	36
1,500 Brighton	20	20	103
500 Do. New	30	18	9
500 Brighton, General	20	20	17
363 Carlisle	25	..	..
4,000 Continental Consolidated	75	624	85
240 Canterbury	50	50	55
700 Chelmsford	50	50	42
300 Cheltenham	50	50	75
1,000 City of London	100	100	180
1,000 Do. New	100	60	112
800 Coventry	25	25	25
200 Derby	50	50	..
180 Devon	50	..	..
600 Dudley	20	20	20
4,500 Edinburgh Coal Gas	25	25	..
Edinburgh and Alloa	..	14	..
240 Exeter	50	50	..
4,000 Equitable	50	424	304
10,000 European	20	7	..
4,500 Glasgow	25	..	..
30,000 Greenwich Railw. Gas	50	50	45
10,000 Imperial	50	1	24
85,000 Do. Bonds	100	100	..
1,200 Ipswich	..	10	..
800 Isle of Thanet	25	20	20
2,350 Independent	30	30	49
240 Leicester	50	50	..
750 Leith Coal Gas	20	20	..
500 Liverpool	2424	2424	310
Do. N. Gas and Coke	100	100	..
Do. New Do.)	50	50	..
2,000 Maidstone	50	50	100
9,000 Phoenix	50	39	214
579 Portsea	..	53	..
304 Poplar	50	50	..
1,000 Ratcliff	100	80	58
440 Rochdale	..	15	..
4,000 South Metropolitan	50	19	24
1,000 Sheffield	..	164	..
1,000 Shrewsbury	..	10	..
120 Swansea	50	50	..
8,200 United General	50	46	24
240 Warwick	50	50	50
400 Wakefield	25	25	224
750 Warrington	20	20	224
2,000 Westminster Chartered	50	50	49
6,000 Ditto New	50	10	125
200 Woking	50	50	..

## DOCKS.

313,490 Commercial .....	100	100	567	3
498,667 East India .....	Stock	100	107	6
124,696 Ditto Additional .....				4
1,038 East Country .....		100	100	
236,310 London .....	Stock		57½	24
Ditto Bonds .....			99	
380,000 East India .....	Stock		95	44
2,209 Bristol .....		147½	147½	80
66,824 Ditto Bonds .....			113	5
570 Folkestone Harbour .....		50	50	
15,000 Ditto Bonds .....				5
11,000 Grand Collier Docks .....		50	1	
352,752 St. Katharine .....	Stock	100	100	44
60,000 Ditto Bonds .....			100	44
90,000 Do. Bonds for 10 years .....			99½	44
2,500 Deptford Pier .....		20	3	
1,000 Herne Bay Pier .....				

## BRIDGES

BRIDGES.					
690	Hammersmith.....	50	50	22½	10s 4d
000	Metropolitan Suspension	30	2	..	..
231	Southwark w. new sub.	63½	63½	2	..
700	Do. New of 7½ per cent.	50	50	14½	12d
000	Vauxhall .....	70½	70½	17½	17s 6d
848	Waterloo .....	100	100	3	..
000	Do. old Annuities of 8s.	60	60	19	18s 8d
000	Do. new do. of 7½ ..	40	40	17½	16s 4d

## WATER WORKS.

21	Birmingham	20	25	214	98	
21	Colchester	100	100			
53	East London	100	100	149	6	Jan
00	Glasgow	50	50			
00	Gravel Junction	411	411	54	23	Jan
00	Edinburgh Joint Stock	100	100	39	2	Jan
00	Kent	220	220	326	10	Jan
72	Liverpool Bootle	220	220	326	10	Jan
00	New River London Bridge					
	Water Annuities			58	24	Oct
36	Manchester & Salford	100	30	53	12	Mar
00	Portsea Island	50	50			
00	Portsmouth & Farington	58	50	1		
44	Do. New	50	50	22	1	
00	Reading & Gosport	16	16	10		
00	Vauxhall, late So. London	100	100	77	40	Oct
00	West Middlesex	634	634	90	34	Dec
00	York Building Co., L. P.	100	100	35	17 1/2	Oct

## ROADS.

35 Archw. an Kent Hl.	50	50	..	1250	1
00 Barking.....	100	100	22 1/2	14	1
00 Commercial .....	100	100	75	5	1
00 Do. East India Dock Br.	100	100	..	..	1
92 Great Dover Str.....	..	70	..	216	1
93 Highgate Archway....	..	307 8	2	..	..
024 New North Rd. Stock	100	100	..	..	..

## INSTITUTIONS.

Adelela Gal. of Science	50	..	..	..
London, w. Bronze Tick.	78 <sup>3</sup>	78 <sup>2</sup>	204	..
London University	100	100	244	..
Russell	25	25	78	..
King's College	100	100	26	..

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